NACOmatic

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IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

APALACHICOLA, FL
APALACHICOLA RGNL ..... **RNAV (GPS)-A**
RNAV (GPS)-B
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 31
NA when local weather not available.

BARTOW, FL
BARTOW MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27R
NA when local weather not available.

BOCA RATON, FL
BOCA RATON ..... **VOR/DME-A**
NA when local weather not available.

BROOKSVILLE, FL
HERNANDO COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 27
NA when local weather not available.

CHARLOTTE AMALIE, ST. THOMAS, VI
CYRIL E. KING ..... **ILS Rwy 10[1],** 700-2
VOR-A, 1200-3
[1]NA when control tower closed.

CHRISTIANSTED, ST. CROIX, VI
HENRY E ROHLSEN ..... **ILS or LOC Rwy 10[1]**
NDB Rwy 10[12]
RNAV (GPS) Rwy 10[3]
VOR Rwy 28[14]
[1]NA when control tower closed.
[2]Category A,B, 1200-2; Category C,D, 1200-3.
[3]Category A,B, 1000-2; Category C,D, 1000-3.
[4]Category A,B, 900-2; Category C,D, 900-3.

NAME — ALTERNATE MINIMUMS

CRESTVIEW, FL
BOB SIKES ..... **ILS Rwy 17[12]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]Category D, 800-2¼.

CRYSTAL RIVER, FL
CRYSTAL RIVER ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME-A
NA when local weather not available.
Category D, 800-2½.

DAYTONA BEACH, FL
DAYTONA BEACH INTL ... **ILS or LOC Rwy 7L[1]**
LOC BC Rwy 25R[1]
VOR Rwy 16[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

DELAND, FL
DELAND MUNI- SIDNEY H.
TAYLOR FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
NA when local weather not available.

FORT LAUDERDALE, FL
FORT LAUDERDALE
EXECUTIVE ..... **ILS or LOC Rwy 8[1]**
RNAV (GPS) Rwy 26[2]
[1]ILS, Category D, 700-2.
[2]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL ..... **ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 27R[1]
LOC Rwy 9R[2]
LOC/DME Rwy 13[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Y Rwy 9R[2]
RNAV (GPS) Z Rwy 9L[2]
RNAV (GPS) Rwy 27L[2]
RNAV (GPS) Y Rwy 27R[2]
RNAV (GPS) Rwy 31[2]
RNAV (RNP) Z Rwy 27R, 800-2¼
VOR Rwy 27R[2]

[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5[1]**
RNAV (GPS) Rwy 13[2]

[1]NA when FMY tower closed.
[2]NA when local weather not available.

SOUTHWEST FLORIDA INTL ..... **ILS or LOC Rwy 6[12]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.

FORT PIERCE, FL

ST LUCIE COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
RNAV (GPS) Rwy 29[1]
VOR Rwy 25[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R[1]**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 36R

NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

JACKSONVILLE, FL (CON'T)

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RNAV (GPS) Rwy 31[3]
VOR/DME Rwy 31[4]

[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL .. **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]

NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31

NA when local weather not available.

MARIANNA, FL

MARIANNA MUNI ..... **RNAV (GPS) Rwy 18**
VOR-A
VOR-B

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MAYAGUEZ, PR

EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL

MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

MIAMI, FL

KENDALL-TAMIAMI
EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R
NA when control tower closed.

NAPLES, FL

NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

OCALA, FL

OCALA INTL-JIM
TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

OKEECHOBEE, FL

OKEECHOBEE COUNTY.. **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

ORLANDO, FL

EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)

KISSIMMEE GATEWAY ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R
ILS, 700-2.

ORLANDO SANFORD
INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA
CITY INTL ..... **ILS or LOC/DME Rwy 16**
NA when control tower closed.

PENSACOLA, FL

PENSACOLA GULF
COAST RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]
[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

PERRY, FL

PERRY-FOLEY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 900-2¾.

POMPANO BEACH. FL

POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]NA when control tower closed.

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NAME ALTERNATE MINIMUMS

PUNTA GORDA, FL

CHARLOTTE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[1]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

ST. PETERSBURG, FL

ALBERT WHITTED ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

ST. PETERSBURG-CLEARWATER, FL

ST. PETERSBURG- CLEARWATER
INTL ..... **ILS or LOC Rwy 17L**[12]
ILS or LOC/DME Rwy 35R[12]
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[2]
VOR Rwy 4[3]

[1]Category E, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ
MARIN INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 8[2]
VOR or TACAN Rwy 10[2]
VOR or TACAN Rwy 26[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 900-3.

SARASOTA(BRADENTON), FL

SARASOTA/
BRADENTON INTL ..... **ILS or LOC Rwy 14**[1]
ILS or LOC Rwy 32[1]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

STUART, FL

WITHAM FIELD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

TALLAHASSEE, FL

TALLAHASSEE RGNL ... **ILS or LOC Rwy 27**[123]
ILS or LOC/DME Rwy 36[1]
NDB Rwy 36[1]
RNAV (GPS) Rwy 18[5]
RNAV (GPS) Rwy 27[5]
VOR/DME or TACAN Rwy 36[4]
VOR Rwy 18[15]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.
[4]Category E, 1000-3.
[5]Category D, 800-2¼.

TAMPA, FL

TAMPA INTL ..... **ILS or LOC Rwy 18R**
ILS or LOC Rwy 36L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R

Category E, 1000-3.

PETER O KNIGHT ..... **NDB-A**[1]
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¾.

TAMPA EXECUTIVE ..... **ILS or LOC Rwy 23**[1]
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS,Categories B, C, 800-2.

TITUSVILLE, FL

NASA SHUTTLE
LANDING FACILITY ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
TACAN Rwy 15
TACAN Rwy 33

NA when local weather not available.
Categories D, E, 1000-3.

SPACE COAST RGNL ..... **ILS or LOC Rwy 36**[1]
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Y Rwy 18[2]
RNAV (GPS) Z Rwy 18[3]
RNAV (GPS) Rwy 36[2]

[1]ILS, 700-2, LOC,NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed.

NAME	ALTERNATE MINIMUMS
VERO BEACH, FL	
VERO BEACH MUNI	**RNAV (GPS) Rwy 4**
	RNAV (GPS) Rwy 11R
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL	**ILS or LOC Rwy 10L[1]**
	ILS or LOC Rwy 28R[1]
	RNAV (GPS) Y Rwy 14[2]
	VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½;
Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S	
GILBERT	**RNAV (GPS) Rwy 5[1]**
	RNAV (GPS) Rwy 11[1]
	VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

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DAYTONA BEACH, FL

Amdt. 8B, SEP 25, 2008 (FAA) ELEV **34**

DAYTONA BEACH INTL

RADAR-1 125.72 379.95 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	25R	AB	**620**-1	586 (600-1)	C	**620**-1½	586 (600-1½)
		D	**620**-1¾	586 (600-1¾)			
	34	AB	**580**-1	546 (600-1)	C	**580**-1½	546 (600-1½)
		D	**580**-1¾	546 (600-1¾)			
	16	AB	**640**-1	607 (700-1)	C	**640**-1¾	607 (700-1¾)
		D	**640**-2	607 (700-2)			
	7L	ABC	**480**/40	450 (500-¾)	D	**480**/50	450 (500-1)
CIRCLING		AB	**640**-1	606 (700-1)	C	**640**-1¾	606 (700-1¾)
		D	**640**-2	606 (600-2)			

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA) ELEV **80**

DELAND MUNI/SIDNEY H. TAYLOR FIELD

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	23	AB	**480**-1	401 (400-1)	CD	**480**-1¼	401 (400-1¼)
CIRCLING		A	**560**-1	480 (500-1)	B	**580**-1	500 (500-1)
		C	**620**-1½	540 (600-1½)	D	**680**-2	600 (600-2)

Use Daytona Beach Intl altimeter setting.

23 SEP 2010 to 21 OCT 2010

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (10042 USN) ELEV 20

RADAR[1] - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2]	3.0°/38/739	ABCDE	120-¼	100	(100-¼)
	28[3][5]	3.0°/40/746	ABCDE	212-½	200	(200-½)
PAR W/O GS[1]	28[4]		ABCDE	340-¾	328	(400-¾)
	10[4]		ABCDE	360-¾	340	(400-¾)
ASR	28[6]		AB	400-½	388	(400-½)
			CDE	400-¾	388	(400-¾)
	10[7]		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	32		AB	420-1	400	(400-1)
			CD	420-1¼	400	(400-1¼)
			E	420-1½	400	(400-1½)
CIR[8]	All Rwy		AB	480-1	460	(500-1)
			C	480-1½	460	(500-1½)
			D	580-2	560	(600-2)
			E	860-3	840	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to ¾ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]PAPI RRP and PAR RPI are not coincident. [6]When ALS inop, increase vis CAT ABC to 1mile, DE to 1¼ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

KEY WEST, FL

Amdt. 4B, JAN 15, 2009 (FAA) ELEV 3

KEY WEST INTL

RADAR- 124.025 289.85

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	27	AB	**440**-1	437	(500-1)	C	**440**-1¼	437	(500-1¼)
		D	**440**-1½	437	(500-1½)				
	9	AB	**460**-1	457	(500-1)	C	**460**-1¼	457	(500-1¼)
		D	**460**-1½	457	(500-1½)				
CIRCLING		AB	**500**-1	497	(500-1)	C	**500**-1½	497	(500-1½)
		D	**620**-2	617	(700-2)				

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (10154 USN) ELEV 6

RADAR[1] **- (E)** 134.925x 272.25x 348.25x 317.575x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	7[3]	3.0°/44/833	ABCDE	104-¼	100	(100-¼)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
PAR W/O GS	3		ABCDE	300-1¼	296	(300-1¼)
	7[4]		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7[5]		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
	31		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	13		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
	21		AB	460-1	454	(500-1)
			C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
	25		AB	460-1	455	(500-1)
			C	460-1¼	455	(500-1¼)
			DE	460-1½	455	(500-1½)
CIR[6]	21, 25		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		A	440-1	434	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

[1]Opr 1200-0300Z++. [2]No-NOTAM preventive maint sked: 1100-1700Z++ Tue. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

23 SEP 2010 to 21 OCT 2010

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (10042 USN) ELEV 15

RADAR[1 2] **- (E)** 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23[3 4]	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 5[5]	3.0°/48/911	COPTER	118-½	105	(200-½)
	COP 23[4 5]	3.0°/48/912	COPTER	265-¾	250	(300-¾)
PAR W/O GS						
	5		ABC	380-1	367	(400-1)
			DE	380-1¼	367	(400-1¼)
	23[4]		AB	420-1	405	(500-1)
			CD	420-1¼	405	(500-1¼)
			E	420-1½	405	(500-1½)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23[4]		AB	500-1	485	(500-1)
			C	500-1¼	485	(500-1¼)
			D	500-1½	485	(500-1½)
			E	500-1¾	485	(500-1¾)
CIR PAR	5-23[4]		ABC	560-2	545	(600-2)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)
CIR	5-23[4]		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

[1]SFA not avbl. [2]No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. [3] Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. [4]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. [5]NOT FOR CIVIL USE.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

NEW SMYRNA BEACH, FL

Amdt. 3A, MAR 27, 2001 (FAA) ELEV **10**

NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	11	AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				
CIRCLING		AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				

Use Daytona Beach altimeter setting.

ORMOND BEACH, FL

Amdt. 2C, MAR 26, 2001 (FAA) ELEV **28**

ORMOND BEACH MUNI

RADAR- 125.8 385.5 ⚠NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	8		ABC	**420**-1	392	(400-1)	D	**NA**		
CIRCLING			AB	**500**-1	472	(500-1)	C	**500**-1½	472	(500-1½)
			D	**NA**						

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (10210 USN) **ELEV 28**

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L[2]	3.0°/55/1078	ABCDE	123-¼	100	(100-¼)
	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)
	25R	3.0°/38/710	ABCDE	121-½	100	(100-½)
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)
	25L	3.0°/39/745	ABCDE	122-½	100	(100-½)
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
PAR	7R[3]		ABCDE	380-1¼	357	(400-1¼)
SIDESTEP	25L[3]		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O GS	7L[4]		AB	380-½	357	(400-½)
			CDE	380-¾	357	(400-¾)
	7R		ABC	380-1	355	(400-1)
			DE	380-1¼	355	(400-1¼)
	25L		ABCDE	360-1¼	338	(400-1¼)
	1		ABCDE	360-1¼	332	(400-1¼)
	19		ABCDE	380-1¼	358	(400-1¼)
	25R		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O GS SIDESTEP	7R[3]		ABC	380-1	357	(400-1)
			DE	380-1¼	357	(400-1¼)
	25L[3]		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
CIR[5 6]	7R-25L, 7L-25R, 1-19		AB	520-1¼	492	(500-1¼)
			C	520-1½	492	(500-1½)
			DE	580-2	552	(600-2)

[1]No-NOTAM preventive maint sked: PAR 1800-2300Z++ Sun. [2]When ALS inop, increase vis to ½ mile. [3]Sidestep not authorized until within 2 NM of Touchdown. [4]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles. [5]Circling auth from PAR W/O GS only. Circling from sidestep not auth. [6]Cir vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile.

23 SEP 2010 to 21 OCT 2010
23 SEP 2010 to 21 OCT 2010

TALLAHASSEE, FL
Amdt. 5A, FEB 16, 2006 (FAA) ELEV **81**

TALLAHASSEE RGNL

RADAR- 135.8 317.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	9	AB	**480**/50	410	(500-1)	CD	**480**/60	410	(500-1¼)
	36	AB	**460**/24	396	(400-½)	CD	**460**/40	396	(400-¾)
	27	AB	**460**/24	407	(500-½)	CD	**460**/40	407	(500-¾)
	18	AB	**560**-1	479	(500-1)	C	**560**-1¼	479	(500-1¼)
		D	**560**-1½	479	(500-1½)				
CIRCLING		AB	**560**-1	479	(500-1)	C	**580**-1½	499	(500-1½)
		D	**640**-2	559	(600-2)				

When control tower closed, ASR NA.
For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000.
For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (Amdt 1, 10182 USAF) ELEV 17

RADAR[2]- (E) 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000')

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13L[3]	2.5°/49/1131	ABCDE	214/24	200	(200-½)
	31R[3]	2.5°/50/1146	ABCDE	214/24	200	(200-½)
	13R[5]	2.5°/36/822	ABCDE	214-¾	200	(200-¾)
	31L[6]	2.5°/40/919	ABCDE	217-¾	200	(200-¾)
ASR[1]	31R[4]		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-$^{7}/_{8}$)
	31L		AB	460-1	443	(500-1)
			CDE	460-1$^{3}/_{8}$	443	(500-1$^{3}/_{8}$)
	13L[4]		AB	520/24	506	(600-½)
			CDE	520/55	506	(600-1)
	13R		AB	520-1	505	(600-1)
			CDE	520-1$^{3}/_{8}$	506	(600-1$^{3}/_{8}$)
CIR	All Rwy		AB	560-1	543	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

[1]When ASR out PAR not avbl. [2]No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1$^{3}/_{8}$miles. [5]CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. [6]CAUTION: Height Group 4 WCH 15'.

23 SEP 2010 to 21 OCT 2010

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN) ELEV 199

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2]		ABC	560-¾	361	(400-¾)
			DE	560-1½	361	(400-1½)
	23		ABC	540-1¼	357	(400-1¼)
			DE	540-2	357	(400-2)
	5		ABC	620-1¼	440	(500-1¼)
			DE	620-2	440	(500-2)
Circling[3]	14, 23, 32[4]		A	580-1	381	(400-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)
	5		A	620-1¼	421	(500-1¼)
			B	660-1¼	461	(500-1¼)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. [2]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [3]Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. [4]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 124.85 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/54/965	ABCDE	271-½	100	(100-½)
	23[2]	3.0°/39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32[3]		ABCDE	420-¾	249	(300-¾)
	23		ABCDE	460-1¼	283	(300-1¼)
ASR	32[4]		ABC	500-¾	329	(400-¾)
			DE	500-1½	329	(400-1½)
	23		ABC	540-1¼	363	(400-1¼)
			DE	540-2	363	(400-2)
	14[5]		ABC	620-1¼	445	(500-1¼)
			DE	620-1½	445	(500-1½)
	5		ABC	620-1¼	451	(500-1¼)
			DE	620-2	451	(500-2)
CIR[6]	5, 14		A	620-1¼	443	(500-1¼)
			B	640-1¼	463	(500-1¼)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)
	23, 32[7]		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++. [2]Caution: PAR TCH and RPI not coincident with PAPI. [3]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [4]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [5]20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. [6]Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. [7]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

23 SEP 2010 to 21 OCT 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

23 SEP 2010 to 21 OCT 2010

NAME	TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME	TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

23 SEP 2010 to 21 OCT 2010

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: **Rwy 9,** vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL. **Rwy 27,** trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL. Building 916' from DER, on centerline, 26' AGL/35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18, 36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH (DTS)
ORIG-A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1 or std. w/ min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

NOTE: **Rwy 14,** trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. **Rwy 32,** trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

DUNNELLON, FL

MARION COUNTY (X35)
ORIG 10042 (FAA)

NOTE: **Rwy 5,** trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/179' MSL. **Rwy 9,** trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. **Rwy 23,** tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. **Rwy 27,** trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL. Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/164' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)

ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

23 SEP 2010 to 21 OCT 2010

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR)

AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10L, 28R,** NA-Environmental.

NOTE: **Rwy 10R,** bush 91' from DER, 496' left of centerline, 11' AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. **Rwy 14,** poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. **Rwy 32,** trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up t o 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27,** 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. **Rwy 27,** climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: **Rwy 9,** vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. **Rwy 27,** trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 139° to 700 before turning right.
Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

23 SEP 2010 to 21 OCT 2010

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 10042

DEPARTURE PROCEDURE: **Rwy 3,** Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. **Rwy 7,** Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 13,** Diverse departures authorized 084° CW 315°. **Rwy 21,** Diverse departures authorized 084° CW 315°. **Rwy 25,** Diverse departures authorized 084° CW 315°. **Rwy 31,** Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: **Rwy 3,** Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 31,** Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL. **Rwy 23,** trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29,** trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

23 SEP 2010 to 21 OCT 2010

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

23 SEP 2010 to 21 OCT 2010

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)
AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)
ORIG-A 10182 (FAA)

NOTE: **Rwy 18,** trees beginning 102' from DER, 51' left of centerline, up to 93' AGL/163' MSL. Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/153' MSL. Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL. Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL. Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL. **Rwy 36,** trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101' MSL. Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

NAPLES, FL

NAPLES MUNI (APF)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)
ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. **Rwy 27,** trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY (XFL)
ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 700 before turning Northbound. **Rwy 29,** climb heading 270° to 1700 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

NOTE: **Rwy 16,** trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #22 88' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA GULF COAST RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

23 SEP 2010 to 21 OCT 2010

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

23 SEP 2010 to 21 OCT 2010

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL. Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. **Rwy 18L,** antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL. **Rwy 18R,** trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. **Rwy 36L,** tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

NASA SHUTTLE LANDING FACILITY (TTS)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 155° to 700 before turning Eastbound.

NOTE: **Rwy 15,** trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL. **Rwy 33,** trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL. Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure end of runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/ 124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44 ' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)
AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/ 179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¼ or std. w/ min. climb of 325' per NM to 500. **Rwy 29,** std. w/ min. climb of 250' per NM to 700, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 29,** for climb in visual conditions, cross Winter Haven's Gilbert Field at or above 900 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 55' from DER, 340' left of centerline, up to 62' AGL/196' MSL. Trees 207' from DER, 465' right of centerline, up to 40' AGL/155' MSL. Vehicles on roadway, 227' from DER, 346' left of centerline, up to 17' AGL/151' MSL. Trees beginning 1712' from DER, 75' left of centerline, up to 81' AGL/ 200' MSL. **Rwy 11,** trees beginning 72' from DER, 330' left of centerline, up to 67' AGL/187' MSL. Vehicles on roadway 214' from DER, 277' right of centerline, up to 17' AGL/155' MSL. Trees beginning 445' from DER, 363' right of centerline, up to 82' AGL/203' MSL.**Rwy 23,** trees beginning 176' from DER, 345' left of centerline, up to 99' AGL/221' MSL. Tank 1.0 NM from DER, 972' left of centerline, 176' AGL/328' MSL. **Rwy 29,** trees beginning 75' from DER, 283' left of centerline, up to 59' AGL/187' MSL. Trees beginning 182' from DER, 284' right of centerline, up to 59' AGL/184' MSL. Tower 2.0 NM from DER, 2511' left of centerline, 310' AGL/ 457' MSL.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

23 SEP 2010 to 21 OCT 2010

ADM DAVID L MCDONALD FLD (See MAYPORT NS)

AIRGLADES (See CLEWISTON)

AIRPORT MANATEE (See PALMETTO)

ALBERT WHITTED (See ST PETERSBURG)

APALACHICOLA

APALACHICOLA RGNL (AAF) 2 W UTC−5(−4DT) N29°43.66′ W85°01.65′ **NEW ORLEANS**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE AAF **H–8G, L–21D, 22I**
RWY 06–24: H5271X150 (CONC) MIRL **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 217′. Fence.
RWY 24: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 13–31: H5251X150 (CONC) MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H5251X150 (CONC)
RWY 18: Trees. **RWY 36:** Thld dsplcd 502′.
AIRPORT REMARKS: Attended 1200–0000Z‡. ACTIVATE MIRL Rwys 06–24 and 13–31—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (850) 653–8271.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TYNDALL APP/DEP CON** 124.15 (South abv 5000′) 125.2 (North abv 5000′) (Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡). Clsd holidays and weekends associated with holidays, other times ctc.
JAX CENTER APP/DEP CON 119.1
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 213° 60.1 NM to fld. 180/02E. **HIWAS.**
NDB (MHW) 349 AAF N29°43.40′ W85°01.68′ at fld. NOTAM FILE GNV.

ST GEORGE ISLAND (F47) 8 SE UTC−5(−4DT) N29°38.68′ W84°54.94′ **NEW ORLEANS**
3 NOTAM FILE GNV **L–21D, 22I**
RWY 14–32: H3339X65 (ASPH)
RWY 32: Trees.
AIRPORT REMARKS: Unattended. Large birds on and invof rwy. Trees 80–120′ east of Rwy centerline on first half of Rwy 32. 3′ fence in primary surface 105′ west of a first 300′ of Rwy 32. Ldg fee.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PFN.
PANAMA CITY (L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 130° 52.6 NM to fld. 10/0W.

APOPKA

ORLANDO APOPKA (XØ4) 4 NW UTC−5(−4DT) N28°42.45′ W81°34.92′ **JACKSONVILLE**
143 B **FUEL** 100LL, JET A TPA—943(800) NOTAM FILE PIE **L–21D, 24F**
RWY 15–33: H3987X60 (ASPH) LIRL
RWY 15: PAPI(P2L)—GA 3.5° TCH 10′. Thld dsplcd 943′. Berm. Rgt tfc.
RWY 33: PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–2300Z‡, Oct–Mar 1300–2200Z‡. Ctc UNICOM or 407–886–7663 for safety briefing. Steep drop off 63′ from Southeast end and 55 ft off West edge of rwy. Rwy 15 dsplcd thlds not lighted. PAPI Rwy 15 and Rwy 33 on continuously during dalgt. After SS, ACTIVATE LIRL Rwy 15–33, PAPI Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 307° 16.3 NM to fld. 102/00E. **HIWAS.**

NDB AAF	APP CRS	Rwy Idg	5251
349	145°	TDZE	18
		Apt Elev	20

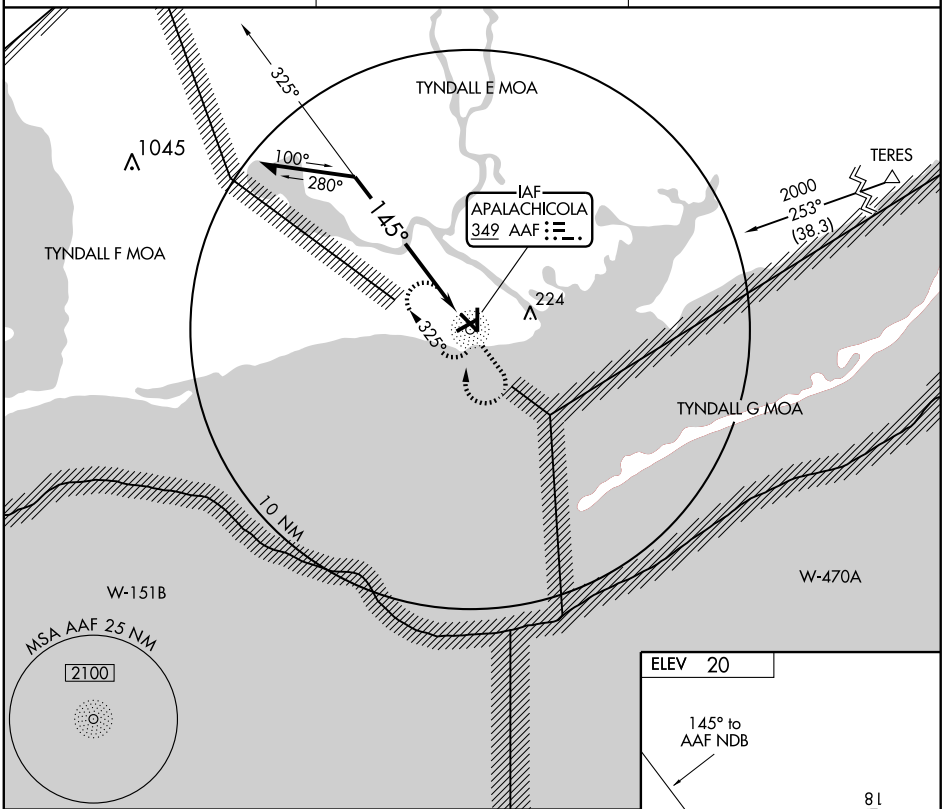
NDB RWY 13

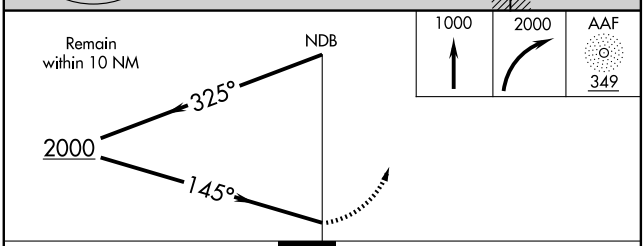
APALACHICOLA RGNL (AAF)

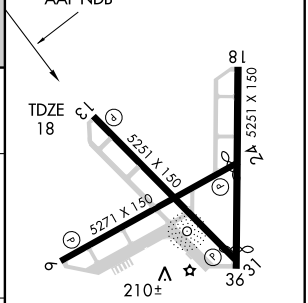
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct AAF NDB and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	600-1	582 (600-1)	600-1½ 582 (600-1½)	NA
CIRCLING	600-1	580 (600-1)	600-1½ 580 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB AAF	APP CRS	Rwy Idg	5251
349	308°	TDZE	20
		Apt Elev	20

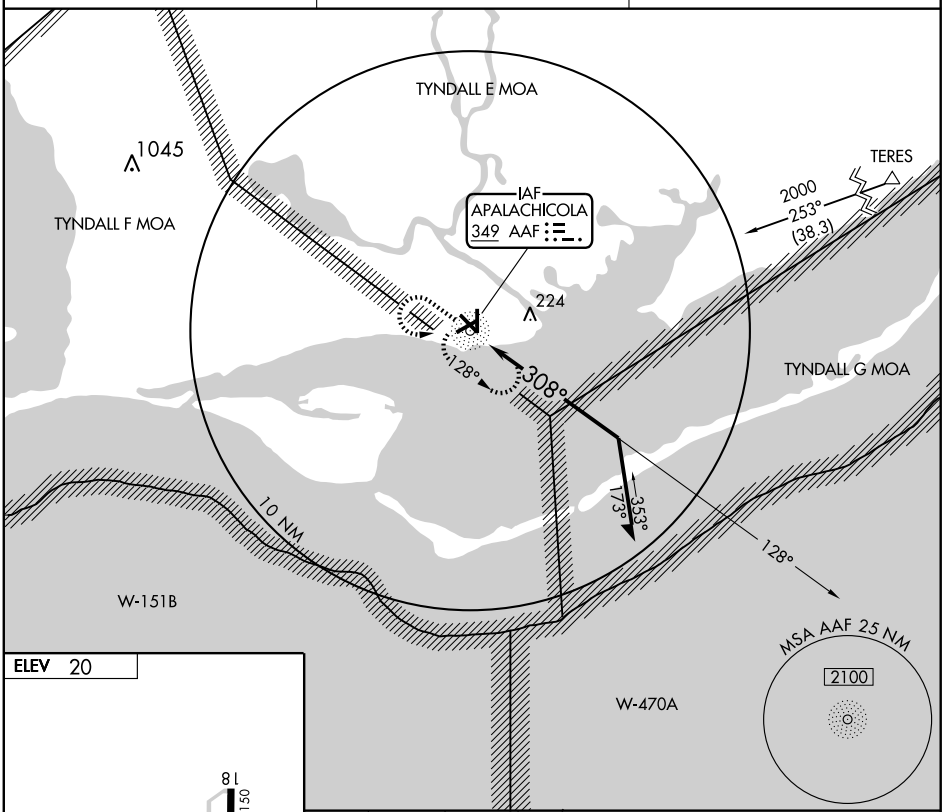
NDB RWY 31

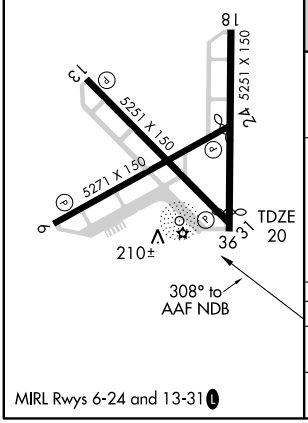
APALACHICOLA RGNL (AAF)

NA

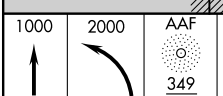
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AAF NDB and hold.

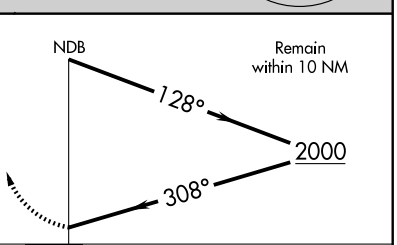
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





MIRL Rwys 6-24 and 13-31 L





CATEGORY	A	B	C	D
S-31	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA
CIRCLING	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010

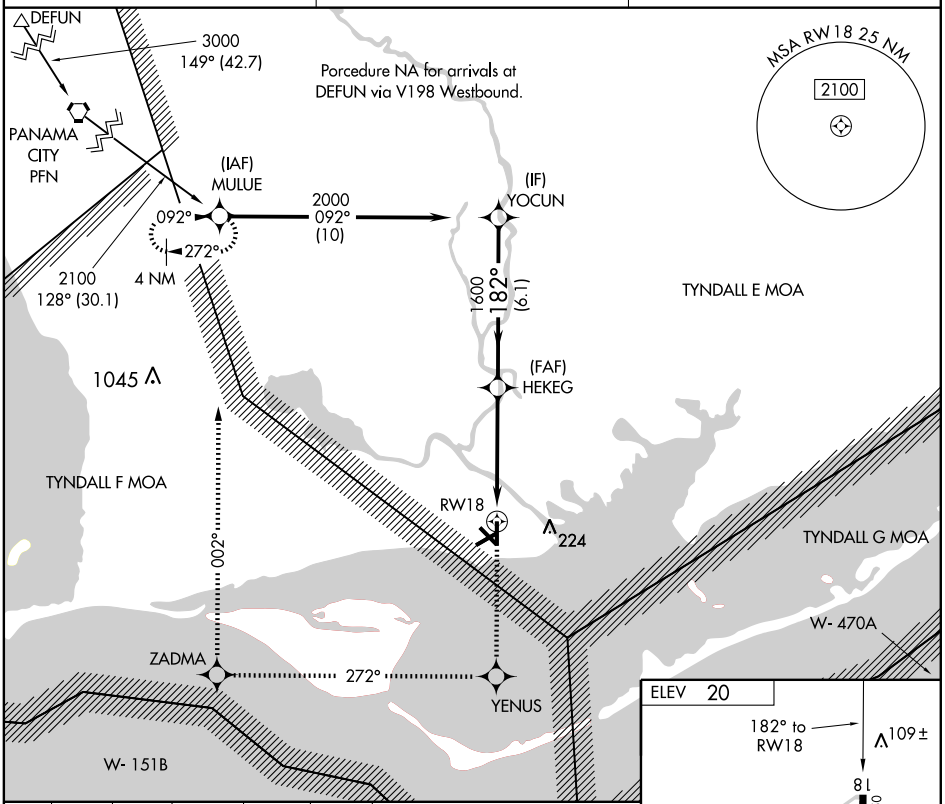
APP CRS	Rwy Idg	N/A
182°	TDZE	N/A
	Apt Elev	20

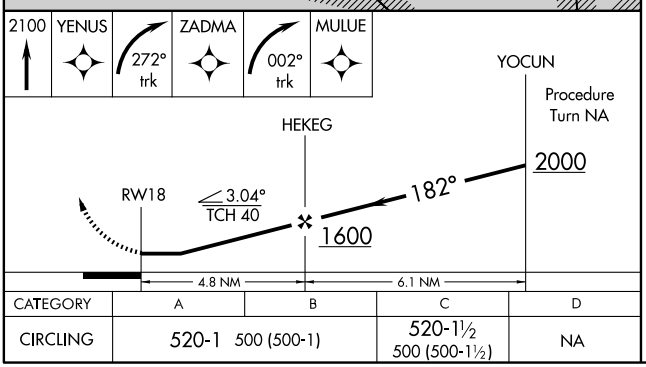
RNAV (GPS)-A
APALACHICOLA RGNL (AAF)

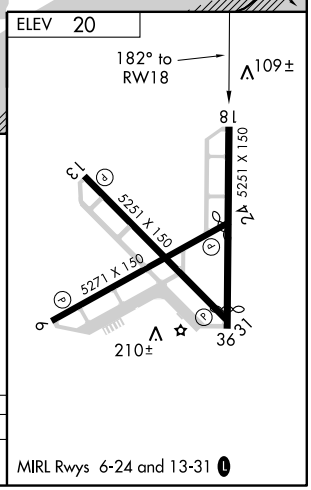
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct YENUS and right turn via 272° track to ZADMA and right turn via 002° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

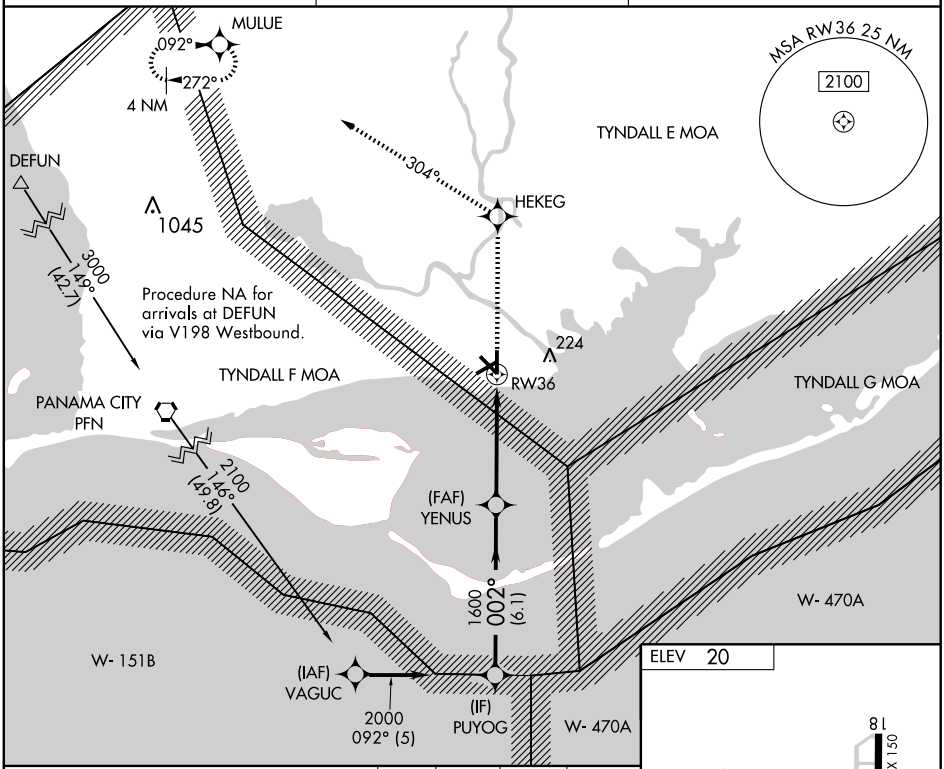
APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	20

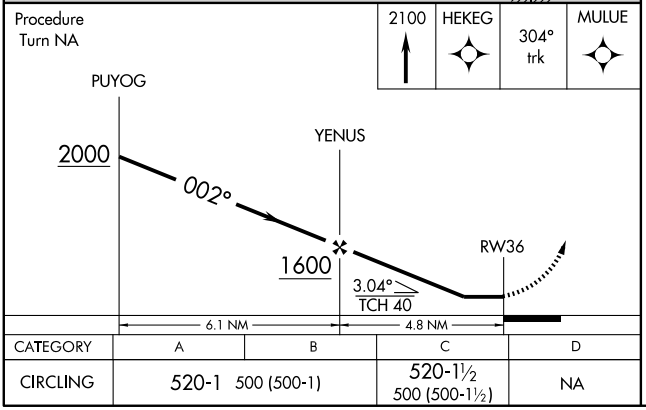
RNAV (GPS)-B
APALACHICOLA RGNL (AAF)

Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

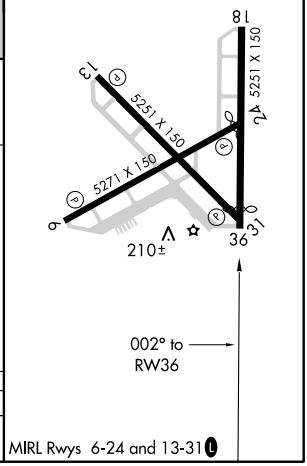
MISSED APPROACH: Climb to 2100 direct HEKEG and via 304° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5271
062°	TDZE	20
	Apt Elev	20

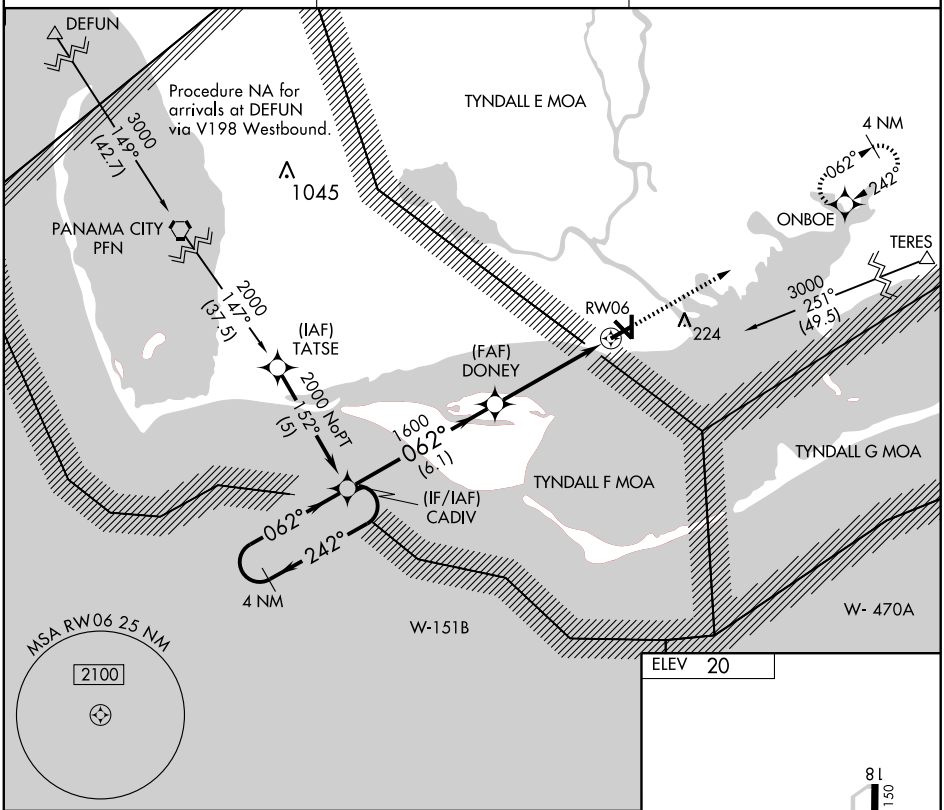
RNAV (GPS) RWY 6

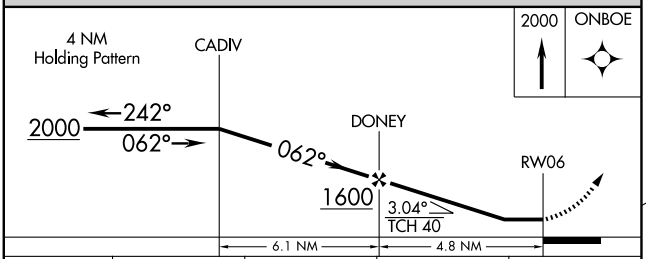
APALACHICOLA RGNL (AAF)

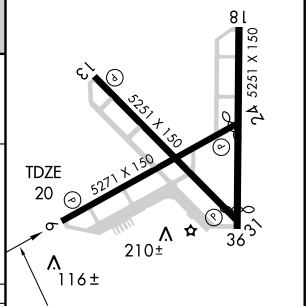
If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ONBOE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5251
137°	TDZE	20
	Apt Elev	20

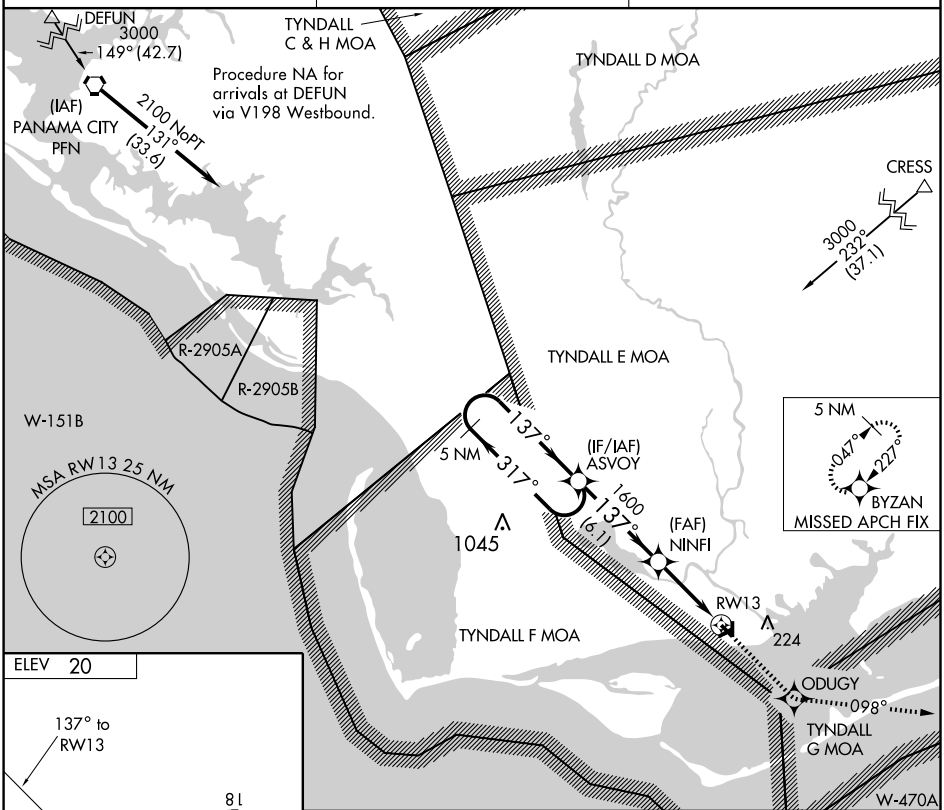
RNAV (GPS) RWY 13

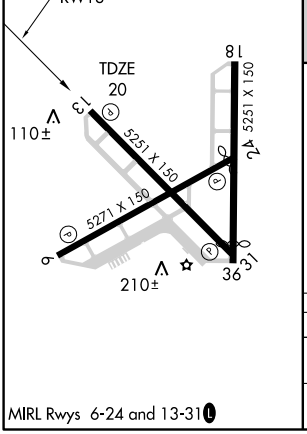
APALACHICOLA RGNL (AAF)

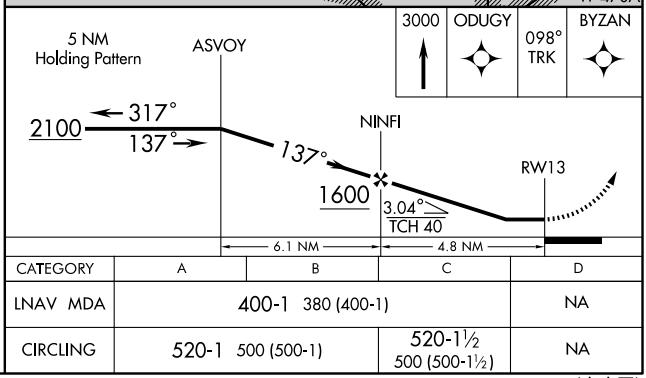
If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA

MISSED APPROACH: Climb to 3000 direct ODUGY and via 098° track to BYZAN and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)			NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5054
CH 93505	242°	TDZE	20
W24A		Apt Elev	20

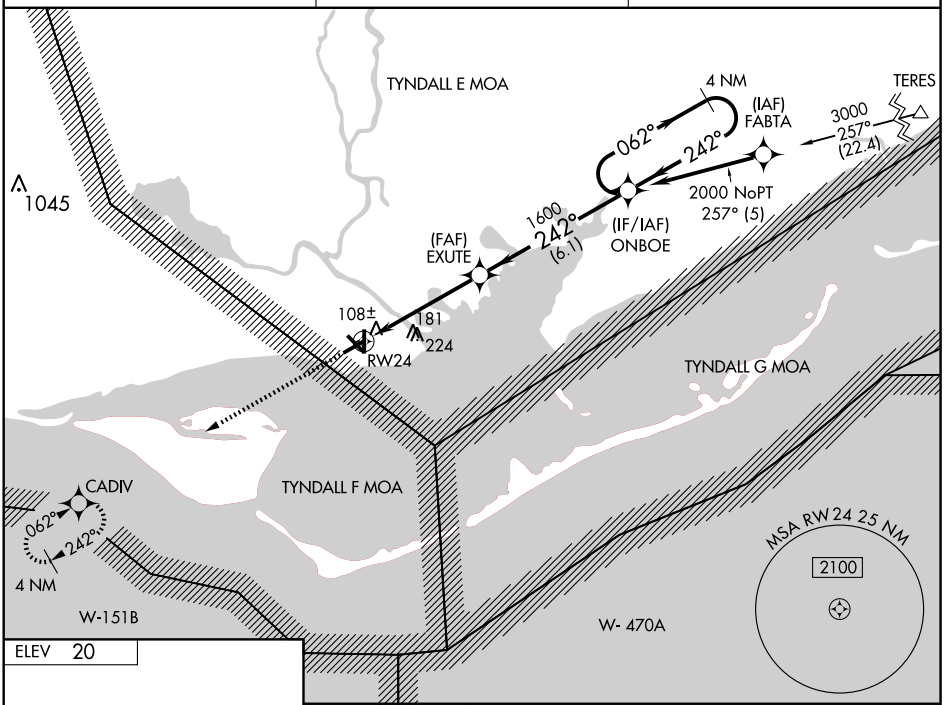
RNAV (GPS) RWY 24

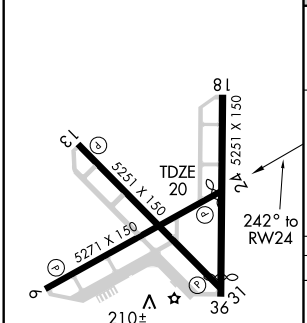
APALACHICOLA RGNL (AAF)

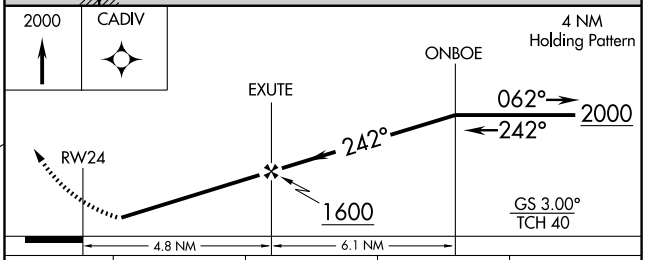
If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 463 feet, LNAV/VNAV DA to 482 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CADIV and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-1¼ 339 (400-1¼)			NA
LNAV/VNAV DA	378-1¼ 358 (400-1¼)			NA
LNAV MDA	500-1 480 (500-1)		500-1¼ 480 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5251
CH 70704	317°	TDZE	20
W31A		Apt Elev	20

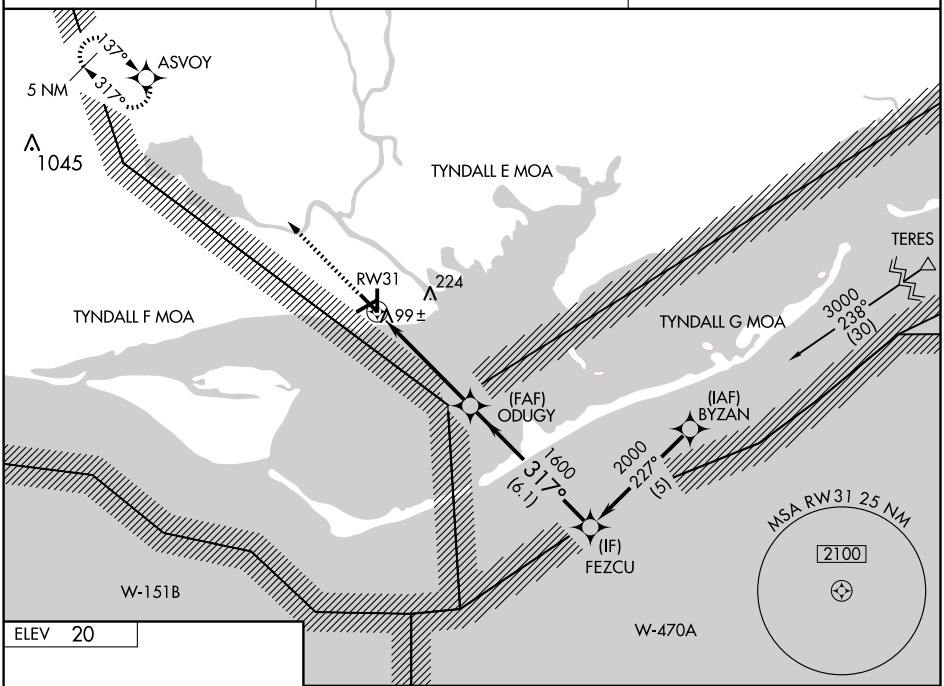
RNAV (GPS) RWY 31

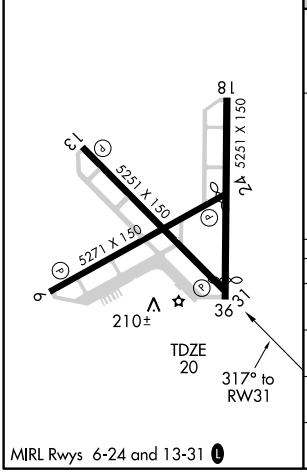
APALACHICOLA RGNL (AAF)

If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

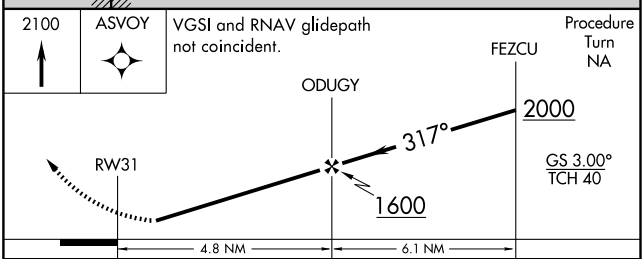
MISSED APPROACH: Climb to 2100 direct ASVOY and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF)





MIRL Rwys 6-24 and 13-31 (L)



CATEGORY	A	B	C	D
LPV DA	347-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	394-1¼ 374 (400-1¼)			NA
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

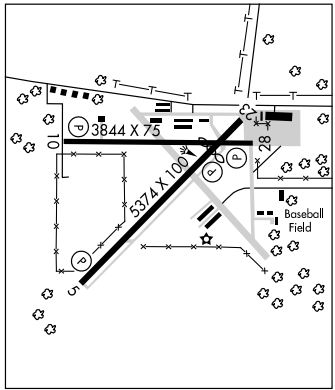
ARCADIA MUNI (XØ6) 1 SE UTC−5(−4DT) N27°11.52′ W81°50.24′ **MIAMI**
60 B S4 **FUEL** 100LL NOTAM FILE PIE **L–21D, 23B**
RWY 05–23: H3700X75 (ASPH) MIRL
RWY 05: Road. **RWY 23:** Fence.
RWY 13–31: 2780X140 (TURF)
RWY 13: Thld dsplcd 775′. Fence. **RWY 31:** Thld dsplcd 775′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Parachute Jumping. Rwy 13–31 dsplcd thlds marked with three yellow painted tires. Rwy 13–31 outlined by yellow tires. Arpt rotating bcn OTS indef. ACTIVATE MIRL Rwy 05–23–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 311° 32.3 NM to fld. 30/01E.

ARCHER

FLYING TEN (ØJ8) 5 N UTC−5(−4DT) N29°37.14′ W82°30.53′ **JACKSONVILLE**
90 **FUEL** 100LL NOTAM FILE GNV
RWY 18–36: 3200X170 (TURF) LIRL (NSTD)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. After hrs call 352–495–1190. Rwy 18–36 marked with white cones and white metal ground markers. For rwy lgts call 352–495–2559 or 352–495–1190. Rwy 18–36 NSTD LIRL: NSTD spacing of rwy lgts and lgts are of very low ints.
COMMUNICATIONS: CTAF 122.9

ARTHUR DUNN AIRPARK (See TITUSVILLE)

AVON PARK EXECUTIVE (AVO) 2 W UTC−5(−4DT) N27°35.48′ W81°31.74′ **MIAMI**
160 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE **H–8H, L–21D, 24F**
RWY 05–23: H5374X100 (ASPH) S–26 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 1044′. Road.
RWY 10–28: H3844X75 (ASPH) S–10
RWY 10: PAPI(P4L). P–line. **RWY 28:** PAPI(P4L). Fence.
AIRPORT REMARKS: Attended 1230–2230Z‡. Parachute Jumping. Trees in transition zone AER 28 S side. Rwy 10–28 cracking with grass growing thru cracks. MIRL Rwy 05–23 preset low ints dusk–dawn; to increase ints and activate twy lgts, REIL Rwys 05 and 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (863) 453–4223.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIAMI CENTER APP/DEP CON** 134.55
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 350° 46.2 NM to fld. 30/01E.



WAAS CH 86716 W05A | APP CRS 050° | Rwy Idg 5374 | TDZE 160 | Apt Elev 160

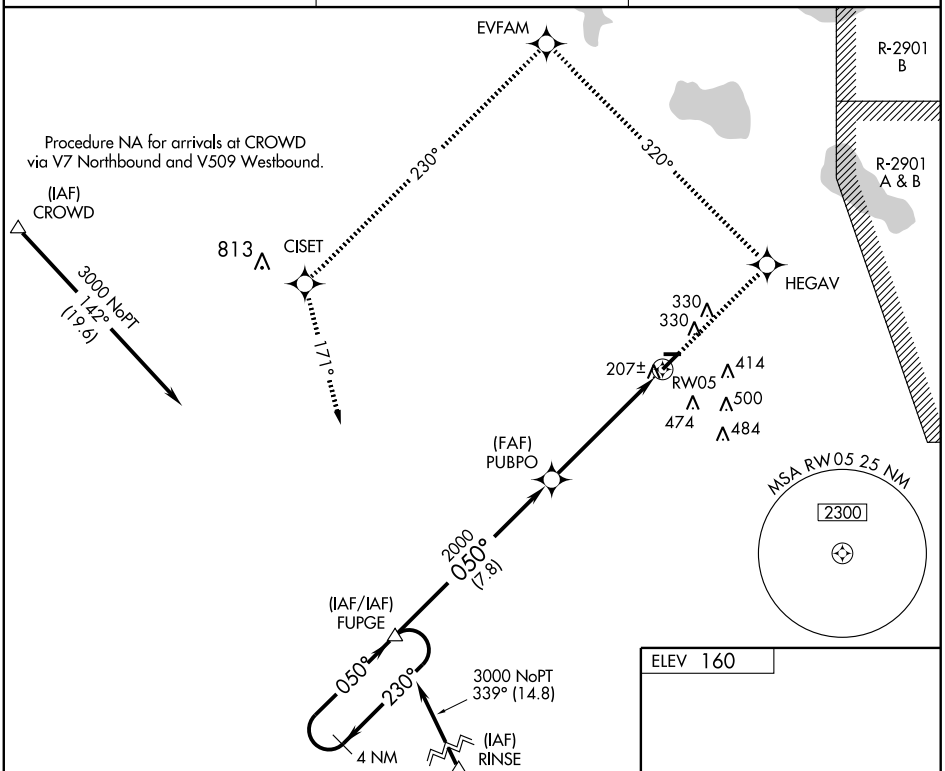
RNAV (GPS) RWY 5
AVON PARK EXECUTIVE (AVO)

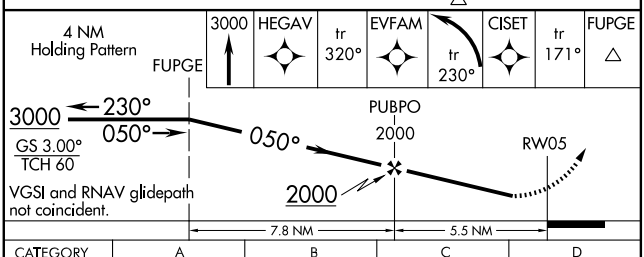
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 578 feet and visibility Cat A/B ½ mile. Increase all MDA 140 feet.

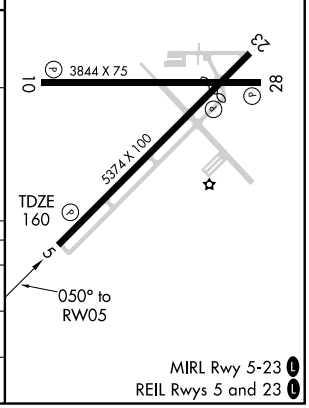
MISSED APPROACH: Climb to 3000 direct HEGAV and via track 320° to EVFAM and left turn via track 230° to CISET and via track 171° to FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	450-1 290 (300-1)		NA	
LNAV MDA	460-1 300 (300-1)		NA	
CIRCLING	680-1 520 (600-1)		NA	



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RNAV (GPS) RWY 10

AVON PARK EXECUTIVE (AVO)

APP CRS	Rwy Idg	3844
095°	TDZE	154
	Apt Elev	160

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Orlando Intl altimeter setting; increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn 3000 direct FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L

R-2901 B

R-2901 A & B

Procedure NA for arrivals at CROWD via V7 Northbound and V509 Westbound.

(IAF) CROWD

3000 NoPT 117° (11.6)

813

(IF/IAF) OMIGE

2000

095° (6.4)

(FAF) HIKZE

279±

330

330

RW10

414

474

500

484

095°

275°

4 NM

3000 NoPT 003° (5)

(IAF) DOWNN

Procedure NA for arrivals at DOWNN via V157-521 Southeast bound.

FUPGE

050°

230°

4 NM

MSA RW 10 25 NM

2300

ELEV 160

TDZE 154

3844 X 75

10

095° to RW10

5374 X 100

23

28

4 NM Holding Pattern

OMIGE

3000

275°

095°

095°

HIKZE

2000

RW10

3.05°

TCH 45

VGSI and descent angles not coincident.

6.4 NM

5.6 NM

3000

FUPGE

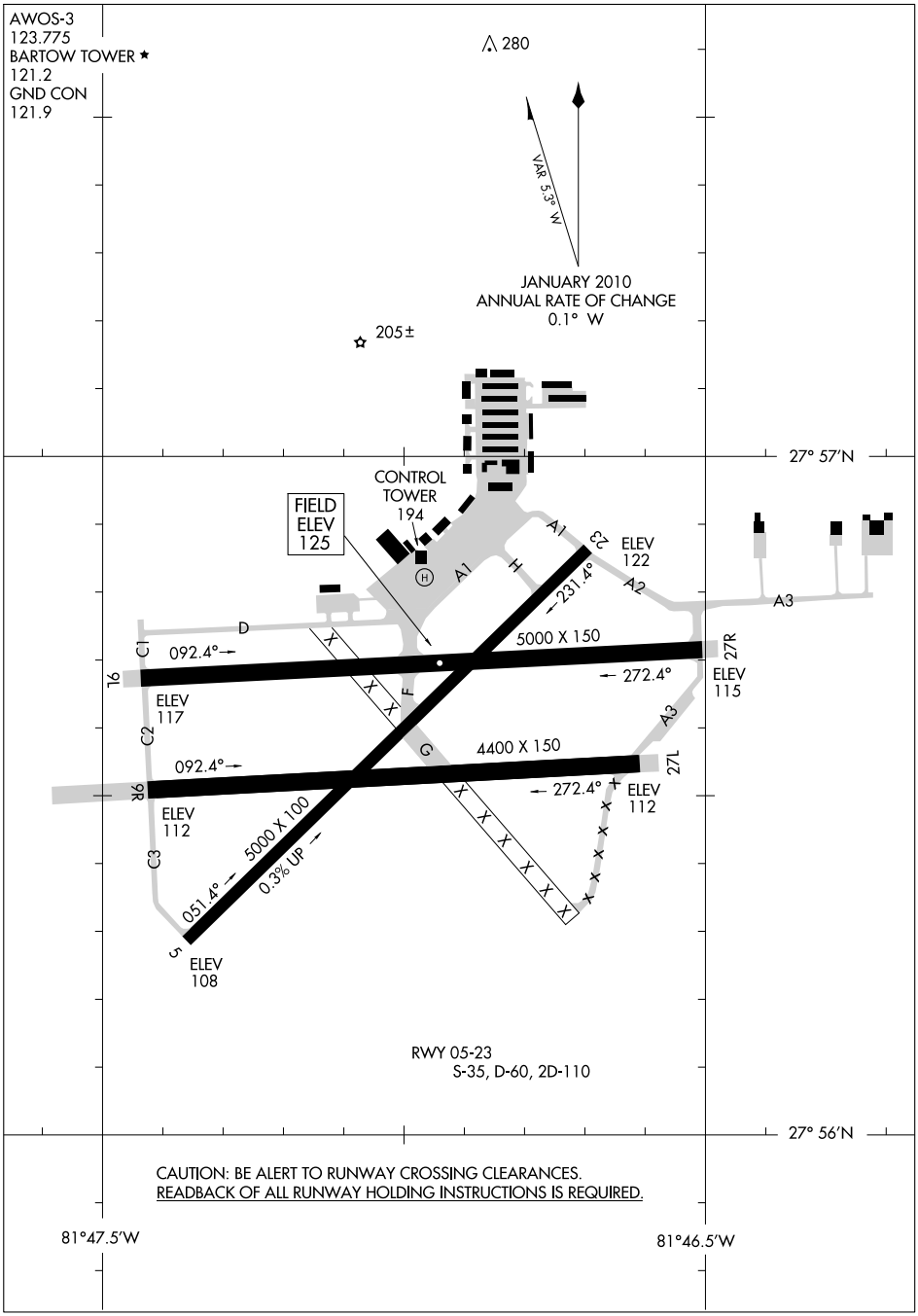
CATEGORY	A	B	C	D
LNAV MDA	640-1 486 (500-1)		NA	
CIRCLING	680-1 520 (600-1)		NA	

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

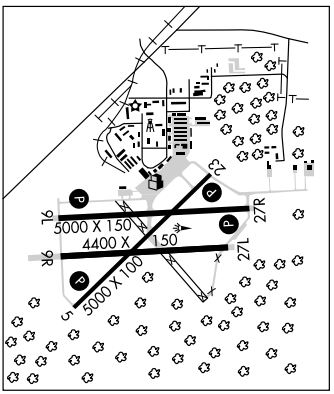
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

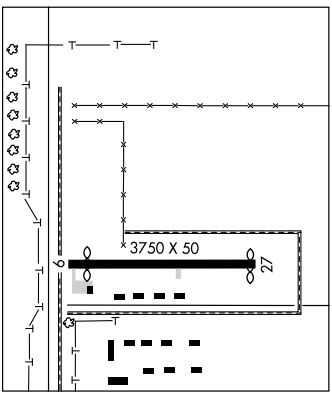


SE-3, 23 SEP 2010 to 21 OCT 2010

BARTOW MUNI (BOW) 4 NE UTC−5(−4DT) N27°56.60′ W81°47.01′ **MIAMI**
125 B S4 **FUEL** 100LL, JET A NOTAM FILE BOW **H–8H, L–21D, 24F**
RWY 09L–27R: H5000X150 (ASPH) MIRL **IAP, AD**
RWY 09L: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree.
RWY 27R: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Tree.
RWY 05–23: H5000X100 (ASPH) S–35, D–60,
2D–110 MIRL 0.3% up NE
RWY 05: REIL. PAPI(P4L)—GA 3.5° TCH 49′. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.5° TCH 46′. Tree.
RWY 09R–27L: H4400X150 (ASPH)
RWY 09R: Tree. **RWY 27L:** Tree.
AIRPORT REMARKS: Attended 1230–2230Z‡. 100LL avbl 24 hrs with credit card. Aerobatic practice area surface to 5000 ft parallel to and including a portion of Rwy 09R–27L SR–SS. Wildlife invof arpt. REIL Rwy 05, Rwy 23, Rwy 09L and Rwy 27R ops when MIRL Rwys 05–23 and 09L–27R high ints only. ACTIVATE MIRL Rwy 05–23 and Rwy 09L–27R, PAPI Rwy 09L, Rwy 27R, Rwy 05 and Rwy 23 and wind cone—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.775 (863) 533–9004.
COMMUNICATIONS: CTAF 121.2 **UNICOM** 122.95
Ⓡ **TAMPA APP/DEP CON** 120.65 119.9
TOWER 121.2 121.5R (1230–2230Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1230–2230Z‡ except Easter, Thanksgiving, Christmas, and other holidays by NOTAM other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 101° 12.5 NM to fld. 135/01E.
COMM/NAV/WEATHER REMARKS: During twr hrs monitor AWOS for ATIS information. Twr clsd Easter; Thanksgiving; Christmas; and other holidays by NOTAM.



BELLE GLADE STATE MUNI (X1Ø) 1 NE UTC−5(−4DT) N26°41.90′ W80°39.65′ **MIAMI**
14 NOTAM FILE MIA **L–23C**
RWY 09–27: H3750X50 (ASPH)
RWY 09: Thld dsplcd 225′. P-line.
RWY 27: Thld dsplcd 75′. Pole.
AIRPORT REMARKS: Unattended. Rwy 09–27 ravelling; small rocks and grvl on rwy. Rwy 09–27 marked with reflective markers entire length, many reflectors missing, markings faded, no twy hold line markings on Rwy 09. Rwy 09 ngt ldgs not advised due to unlgtd p–lines in apch.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ 162° 5.3 NM to fld. 16/00E. **HIWAS.**



BLOUNTSTOWN CALHOUN CO (F95) 5 NW UTC−6(−5DT) N30°29.21′ W85°06.84′ **NEW ORLEANS**
118 **FUEL** 100LL NOTAM FILE GNV
RWY 17–35: 2859X75 (TURF)
RWY 17: Thld dsplcd 440′. Tree. **RWY 35:** Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 marked with white tires every 200′ along entire rwy length. Rwy 17 dsplcd thld marked with three white tires either side of rwy.
COMMUNICATIONS: CTAF 122.9

BOB LEE FLIGHT STRIP (See DELAND)

BOB SIKES (See CRESTVIEW)

WAAS CH 58112 W05A	APP CRS 050°	Rwy Idg 5000 TDZE 123 Apt Elev 125

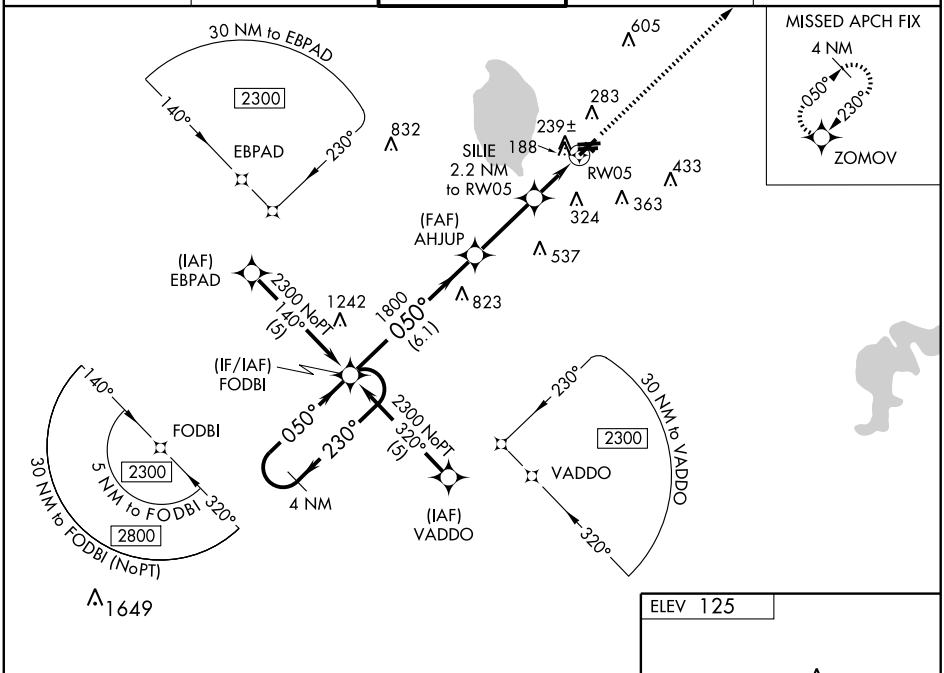
RNAV (GPS) RWY 5

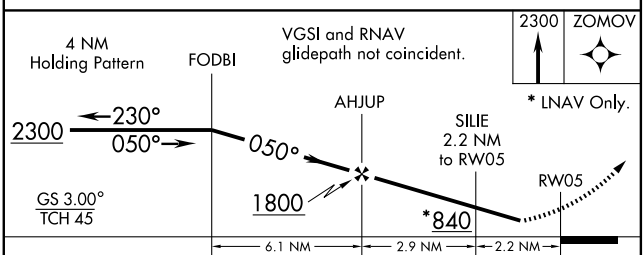
BARTOW MUNI (BOW)

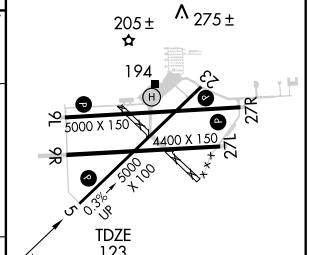
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 533 feet, LNAV/VNAV DA to 684 feet and all MDA 120 feet. Increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cats. C and D ½ mile, and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct ZOMOV and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	447-1¼ 324 (400-1¼)			
LNAV/VNAV DA	509-1½ 386 (400-1½)			
LNAV MDA	520-1 397 (400-1)			520-1¼ 397 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

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WAAS	APP CRS	Rwy Idg	5000
CH 90511	091°	TDZE	125
W09A		Apt Elev	125

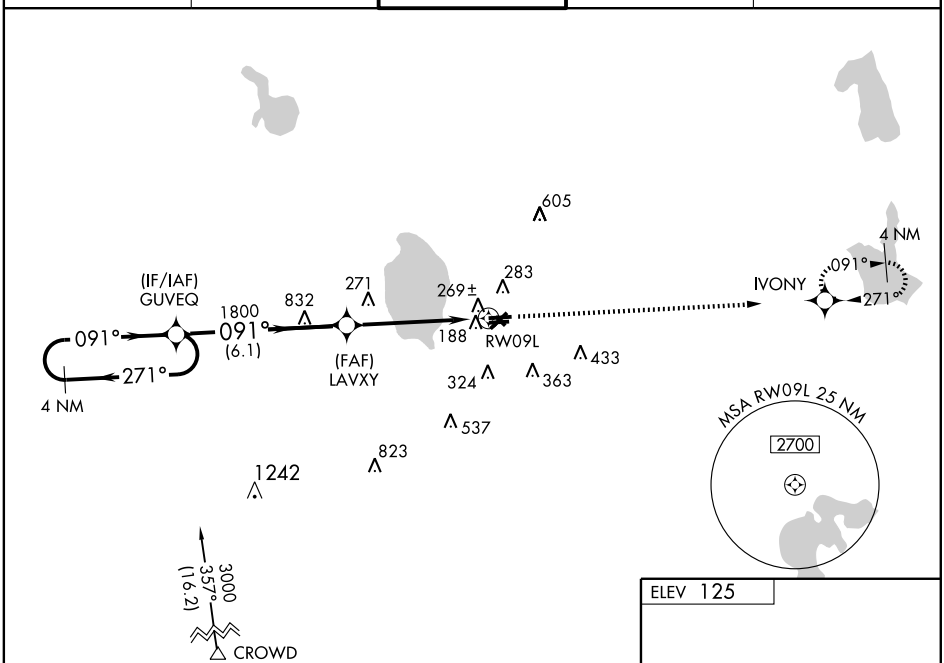
RNAV (GPS) RWY 9L

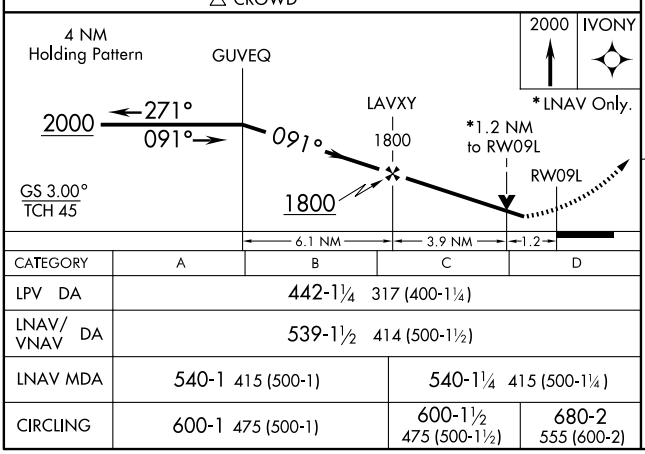
BARTOW MUNI (BOW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C visibility and Circling Cat D visibility ¼ mile, and LNAV Cat D ½ mile.
VDP NA when using Tampa Intl altimeter setting. Baro-VNAV NA when using Tampa Intl altimeter setting.

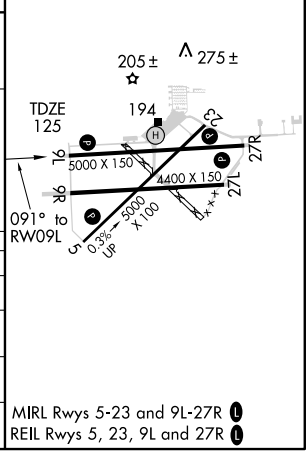
MISSED APPROACH: Climb to 2000 direct IVONY and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	442-1¼ 317 (400-1¼)			
LNAV/VNAV DA	539-1½ 414 (500-1½)			
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)



MIRL Rwys 5-23 and 9L-27R (L)
REIL Rwys 5, 23, 9L and 27R (L)

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WAAS	APP CRS		
CH 63112	230°	Rwy Idg	5000
W23A		TDZE	124
		Apt Elev	125

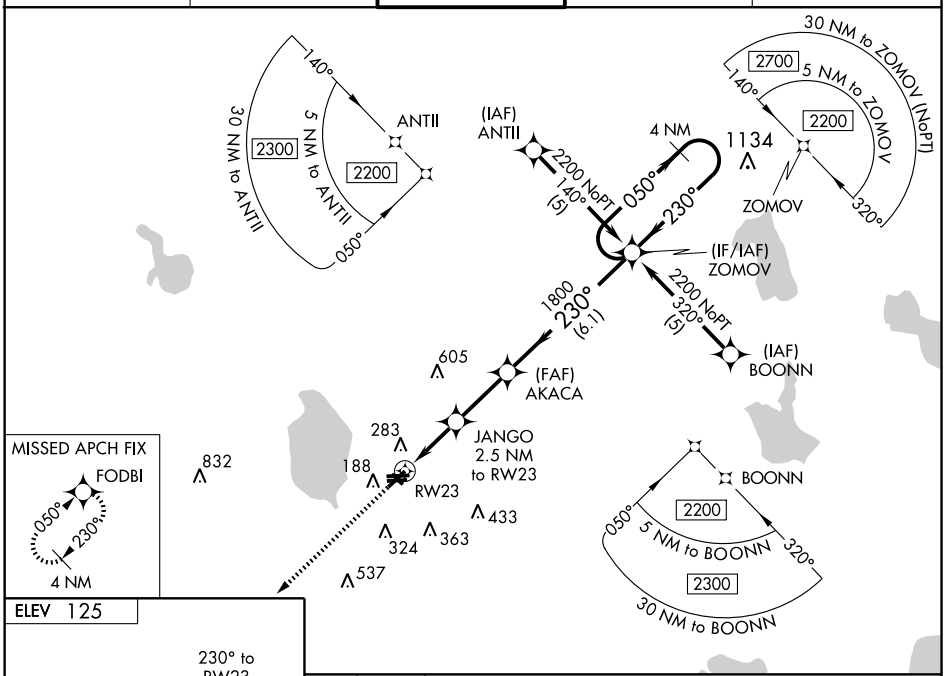
RNAV (GPS) RWY 23

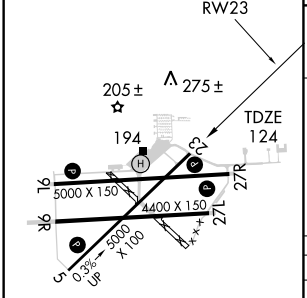
BARTOW MUNI (BOW)

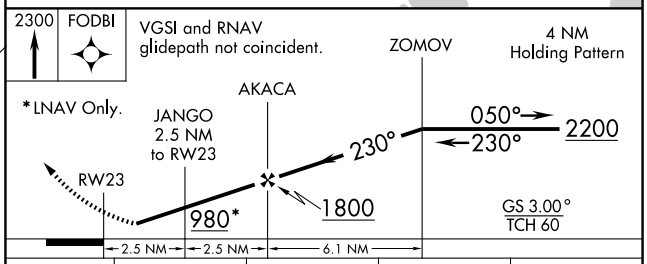
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Tampa Intl altimeter setting and increase all DA 106 feet and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats. ½ mile, LNAV visibility Cat. C and D and Circling Cat. D ¼ mile. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	454-1 330 (400-1)			
LNAV/VNAV DA	575-1½ 451 (500-1½)			
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 27R

BARTOW MUNI (BOW)

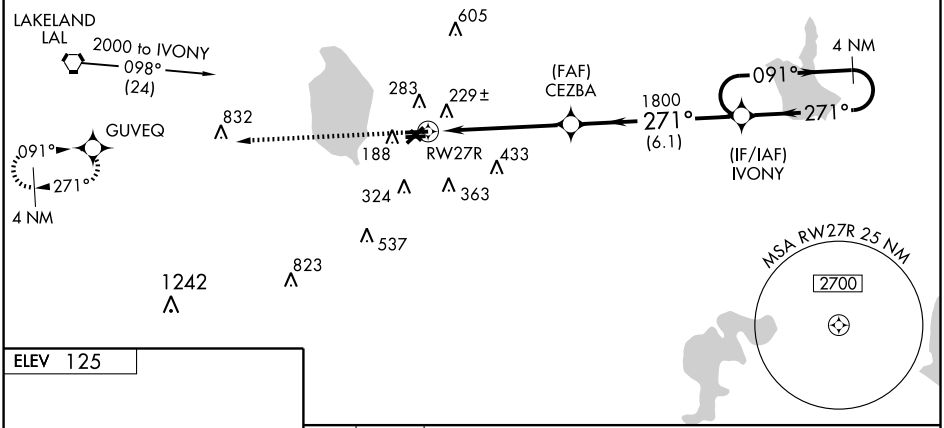
WAAS	APP CRS	Rwy Idg	5000
CH 82412	271°	TDZE	125
W27A		Apt Elev	125

DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GUVEQ and hold.

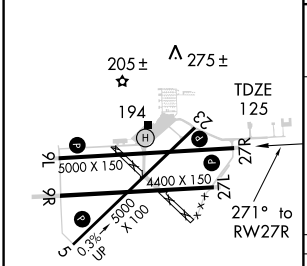
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95

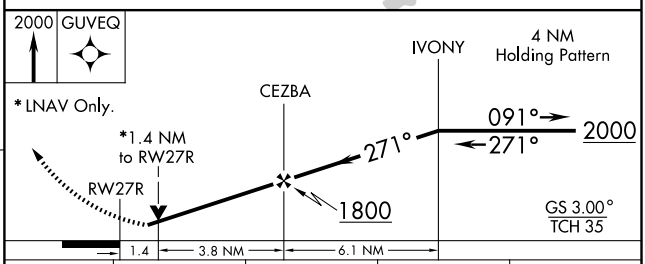
Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153.



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SE-3, 23 SEP 2010 to 21 OCT 2010





CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	580-1½ 455 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

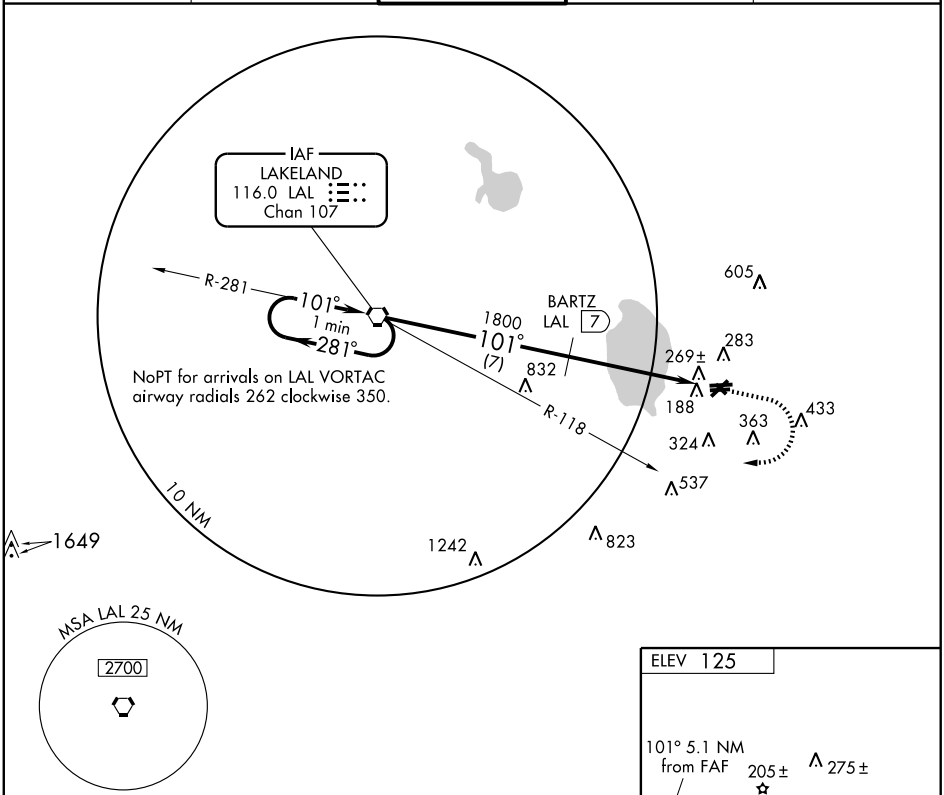
VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy Idg 5000 TDZE 125 Apt Elev 125

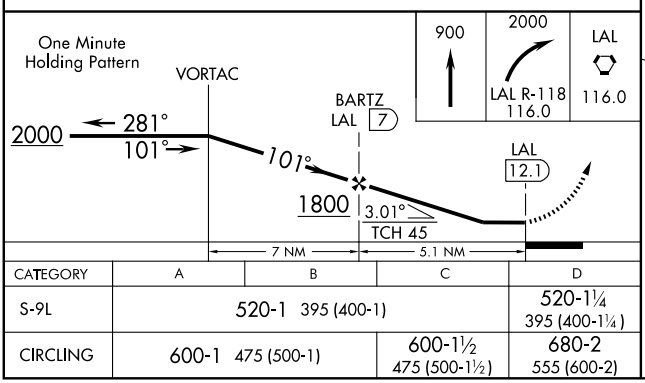
VOR/DME RWY 9L
BARTOW MUNI (BOW)

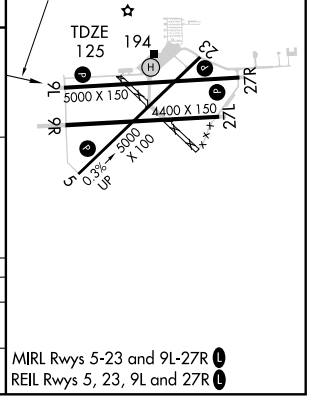
NA — If local altimeter not received, use Tampa Intl altimeter setting and raise all MDAs 120 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via LAL R-118 to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
S-9L	520-1 395 (400-1)			520-1¼ 395 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

AWOS-3
121.125
BOCA RATON TOWER ★
118.425
GND CON
121.8
CLNC DEL
121.8
127.35 (When Tower Closed)

D

HANGARS
HANGARS
HANGARS
HANGARS

FIELD ELEV 13

23

46

26° 23.0′N

230.4°

6276 X 150

TWR

26° 22.5′N

050.4°

ELEV 11

5

RWY 05-23
S-40, D-60

VAR 6.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

26° 22.0′N

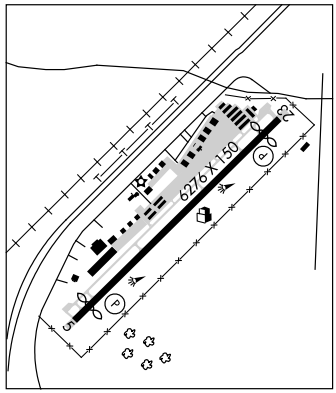
80° 07.0′W
80° 06.5′W
80° 06.0′W

SE-3, 23 SEP 2010 to 21 OCT 2010

BOB WHITE FLD (See ZELLWOOD)

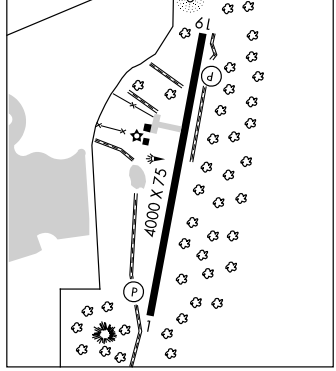
BOCA CHICA FLD (See KEY WEST NAS)

BOCA RATON (BCT) 2 NW UTC−5(−4DT) N26°22.71′ W80°06.46′ MIAMI
13 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1013(1000) NOTAM FILE MIA H–8I, L–23C
RWY 05–23: H6276X150 (ASPH–GRVD) S–40, D–60 MIRL IAP, AD
RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Thld dsplcd 696′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 378′. Fence. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6276 TODA–6276 ASDA–6276 LDA–5580
RWY 23: TORA–6276 TODA–6276 ASDA–6276 LDA–5898



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Touch and go ldgs voluntarily restricted to Mon–Fri 1400–2200Z‡, voluntary restriction no stop and go ldgs or intersection departures. FBO uses freq 131.65 and 131.95 for corporate and jet acft. Regular UNICOM FREQ is 118.425. Voluntary noise abatement procedures in effect all times all acft. Voluntary curfew 0300–1200Z‡. Use NBAA standard noise abatement apch and dep procedures. All acft use recommended departures: Rwy 05 left turn 360° stay W of interstate to 1500′, Rwy 23 right turn heading 255° as soon as practicable after passing rwy end to 1500′ avoid residential areas, overfly mall area. For noise abatement info call 561–391–2202. Rwy 05 left turn out within ½ mile and proceed on course W of I–95. Arriving Rwy 23 remain W of I–95 until as close in as practicable to avoid overflight of residential area. Rwy 23 departures turn to 255° as soon as practicable after passing rwy end. Noise sensitive arpt. When twr clsd MIRL Rwy 05–23 preset med ints and REIL Rwy 05 and Rwy 23 opr continuously. NOTE: See Special Notices—Aircraft Restrictions.
WEATHER DATA SOURCES: AWOS–3 121.125 (561) 391–2696. LAWRS.
COMMUNICATIONS: CTAF 118.425
Ⓡ **PALM BEACH APP/DEP CON** 125.2 **CLNC DEL** 127.35 (when BCT twr clsd)
TOWER 118.425 (1200–0400Z‡) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc 1200–0400Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 187° 18.1 NM to fld. 19/03W.

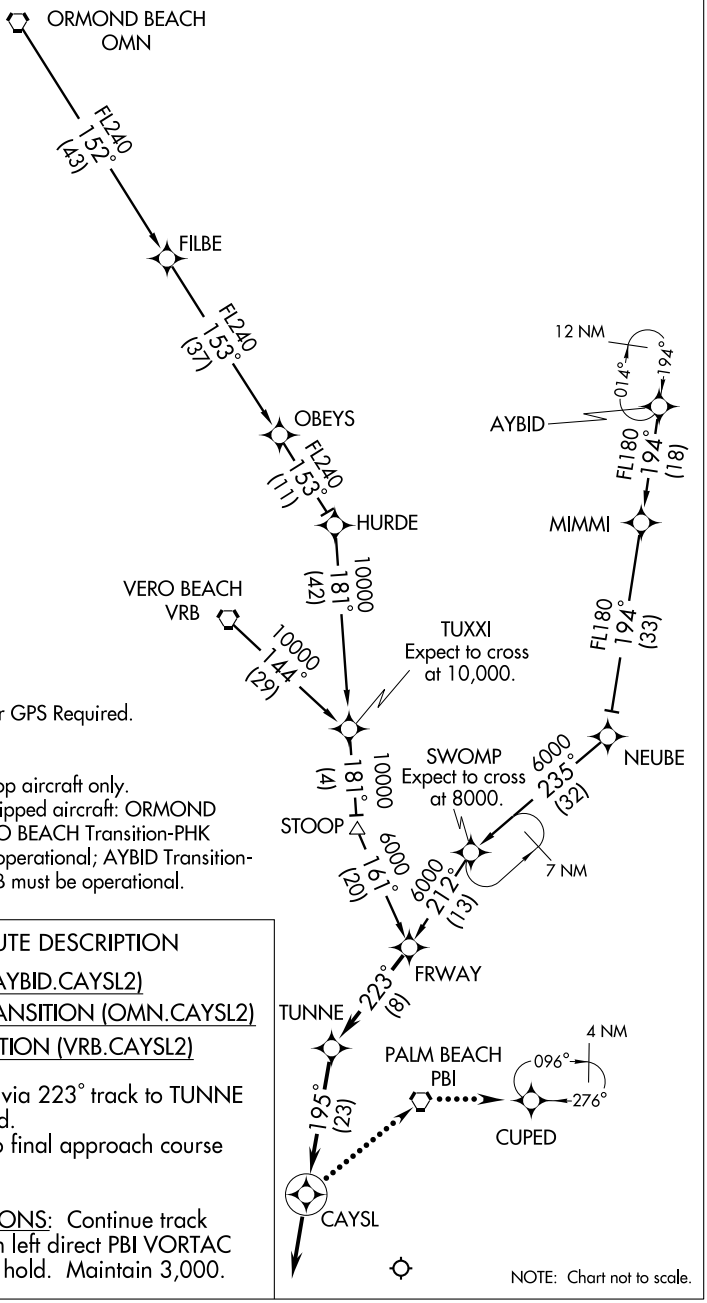
BONIFAY
TRI–CO (1JØ) 6 NE UTC−6(−5DT) N30°50.75′ W85°36.08′ NEW ORLEANS
85 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MAI L–21C, 22I
RWY 01–19: H4000X75 (ASPH) S–30 MIRL IAP
RWY 01: PAPI(P2L). Tree. **RWY 19:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended 1500–0000Z‡. Alligators or deer occasionally on rwy. Extensive military helicopter ops dalgt hrs. Rwy 01 has beaver pond first 500′ W side. MIRL Rwy 01–19 preset med ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CAIRNS APP/DEP CON** 133.75 (Sun–Mon 1200–0500Z‡, Tue–Sat 24 hrs), other times ctc
Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.
MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17′ W85°07.47′ 278° 24.9 NM to fld. 120/00E.
NDB (MHW) 275 BKK N30°51.10′ W85°36.08′ at fld. NOTAM FILE GNV. NDB unmonitored 0400–1100Z‡.



BROOKSVILLE N28°28.22′ W82°27.49′ JACKSONVILLE
RCO 122.3 (ST PETERSBURG RADIO) at Hernando Co. L–21D, 24F

CAYSL TWO ARRIVAL (RNAV)

PALM BEACH APP CON
124.6 317.4



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For Non-GPS equipped aircraft: ORMOND BEACH and VERO BEACH Transition-PHK and PBI must be operational; AYBID Transition-PHK, PBI and VRB must be operational.

ARRIVAL ROUTE DESCRIPTION

AYBID TRANSITION (AYBID.CAYSL2)
ORMOND BEACH TRANSITION (OMN.CAYSL2)
VERO BEACH TRANSITION (VRB.CAYSL2)

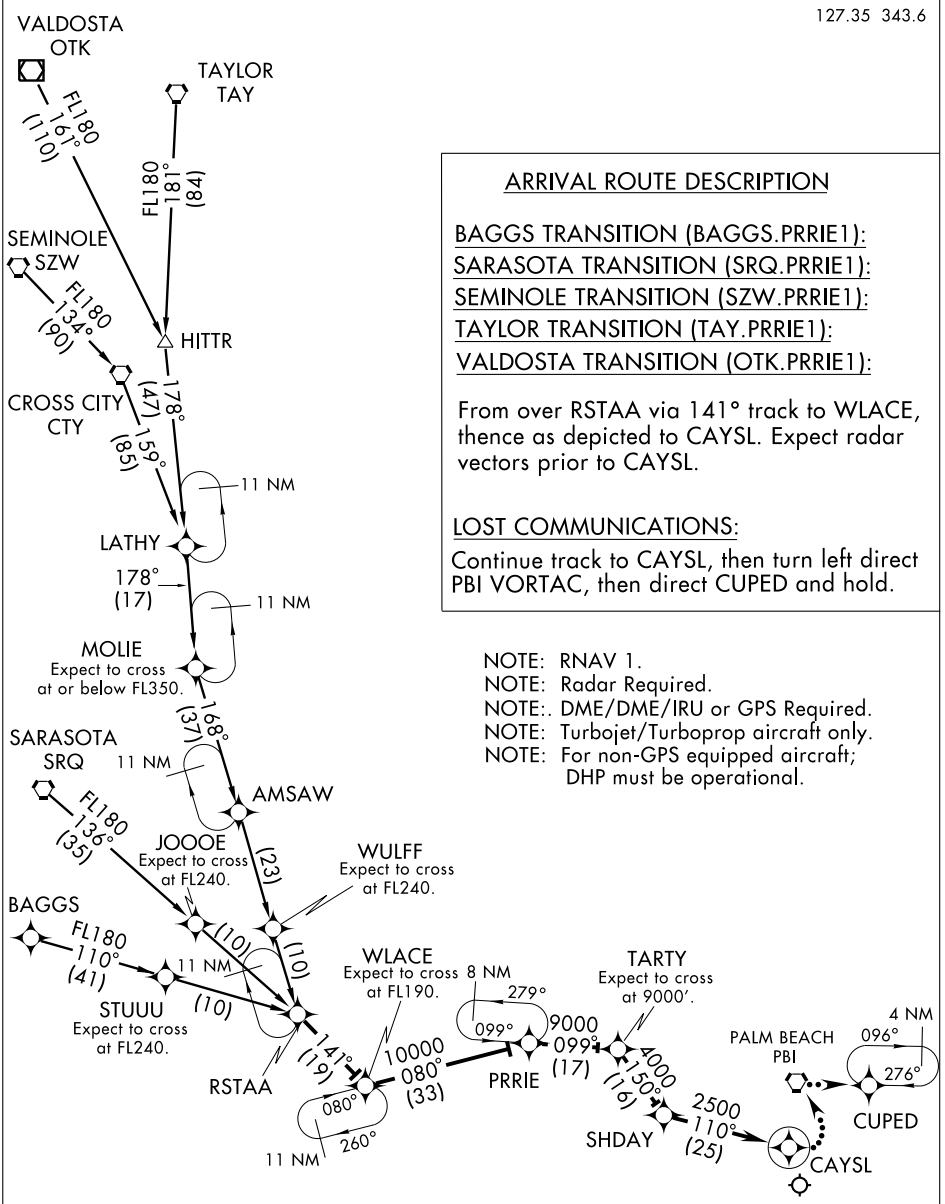
. . . From FRWAY WP via 223° track to TUNNE WP, thence as depicted.
Expect radar vectors to final approach course after CAYSL WP.

LOST COMMUNICATIONS: Continue track to CAYSL WP then turn left direct PBI VORTAC direct CUPED WP and hold. Maintain 3,000.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH ATIS
123.75
PALM BEACH APP CON
127.35 343.6



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.PRRIE1):
SARASOTA TRANSITION (SRQ.PRRIE1):
SEMINOLE TRANSITION (SZW.PRRIE1):
TAYLOR TRANSITION (TAY.PRRIE1):
VALDOSTA TRANSITION (OTK.PRRIE1):

From over RSTAA via 141° track to WLACE, thence as depicted to CAYSL. Expect radar vectors prior to CAYSL.

LOST COMMUNICATIONS:

Continue track to CAYSL, then turn left direct PBI VORTAC, then direct CUPED and hold.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft; DHP must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5580
CH 82101	049°	TDZE	12
W05A		Apt Elev	13

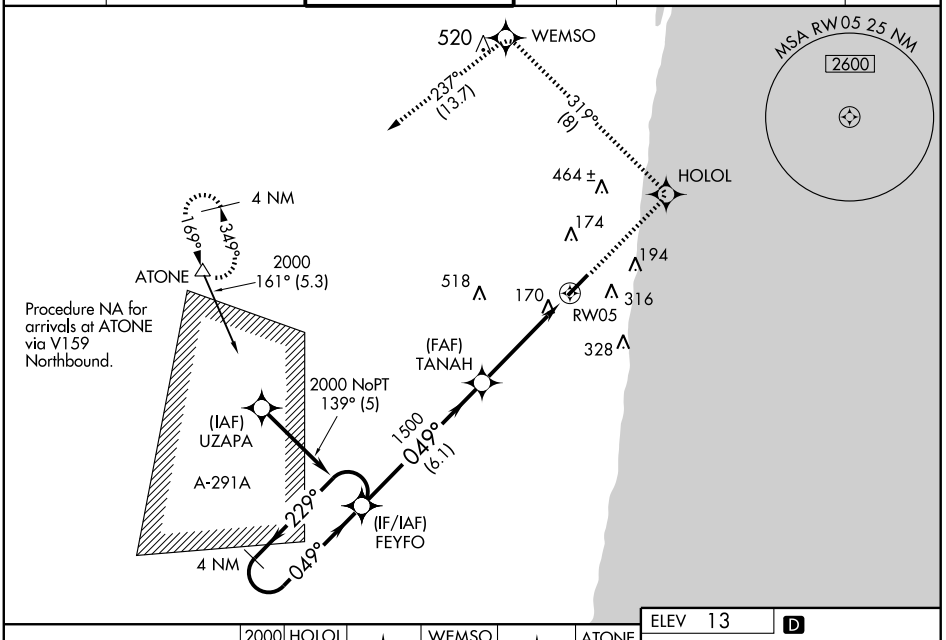
RNAV (GPS) RWY 5
BOCA RATON (BCT)

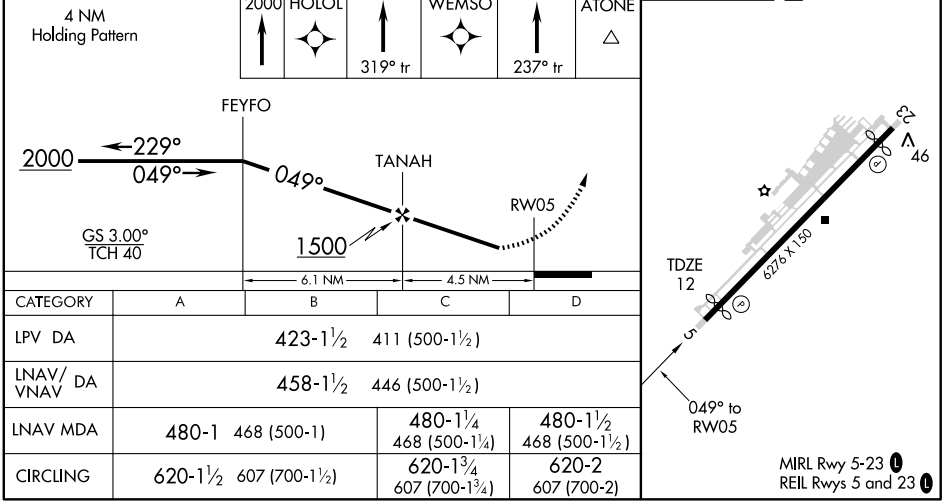
T
NA

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct HOLOL and via 319° track to WEMSO and via 237° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425





CATEGORY	A	B	C	D
LPV DA	423-1½ 411 (500-1½)			
LNAV/ VNAV DA	458-1½ 446 (500-1½)			
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	620-1½ 607 (700-1½)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy ldg	5898
CH 42801	229°	TDZE	13
W23A		Apt Elev	13

RNAV (GPS) RWY 23

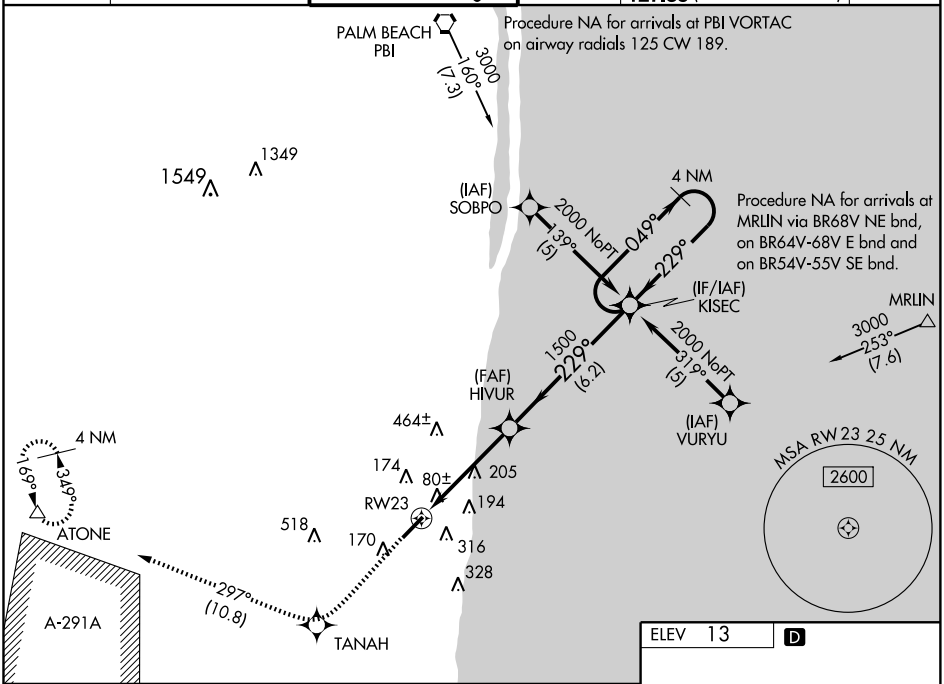
BOCA RATON (BCT)

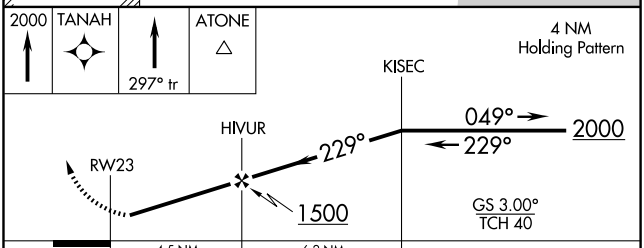
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet, and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

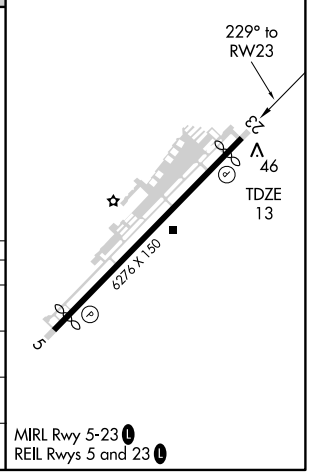
NA

MISSED APPROACH: Climb to 2000 direct TANAH and via 297° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425







CATEGORY	A	B	C	D
LPV DA	263-1 250 (300-1)			
LNAV/ VNAV DA	485-1¾ 472 (500-1¾)			
LNAV MDA	580-1 567 (600-1)		580-1½ 567 (600-1½)	580-1¾ 567 (600-1¾)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

81

10000
179°
(42)

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors to Final Approach course.

PAHOKEE
115.4 PHK
Chan 101

R-047

WILLIAM P. GWINN

160°

R-359

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

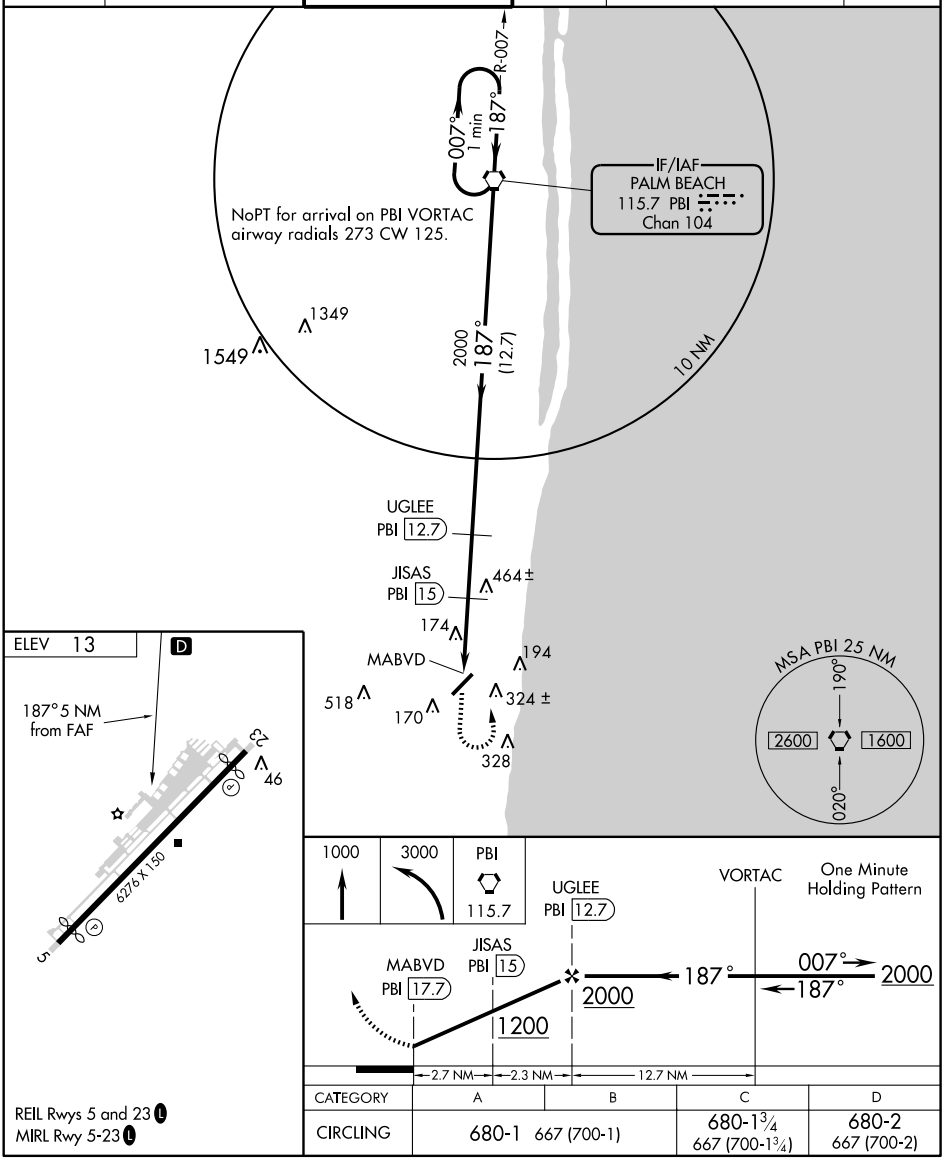
VORTAC PBI 115.7 Chan 104	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 13

VOR/DME-A
BOCA RATON (BCT)

When local altimeter setting not received, use Palm Beach altimeter setting and increase all MDA 60 feet.
In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PBI VORTAC and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425



CATEGORY	A	B	C	D
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

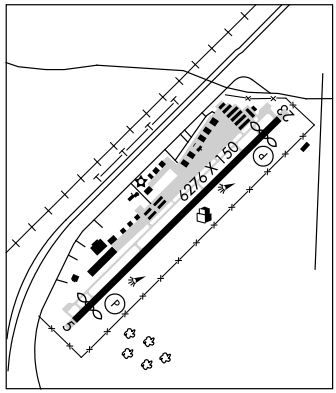
REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

BOB WHITE FLD (See ZELLWOOD)

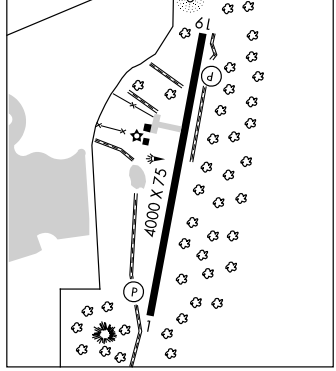
BOCA CHICA FLD (See KEY WEST NAS)

BOCA RATON (BCT) 2 NW UTC−5(−4DT) N26°22.71′ W80°06.46′ MIAMI
13 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1013(1000) NOTAM FILE MIA H–8I, L–23C
RWY 05–23: H6276X150 (ASPH–GRVD) S–40, D–60 MIRL IAP, AD
RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Thld dsplcd 696′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 378′. Fence. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–6276 TODA–6276 ASDA–6276 LDA–5580
RWY 23: TORA–6276 TODA–6276 ASDA–6276 LDA–5898



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Touch and go ldgs voluntarily restricted to Mon–Fri 1400–2200Z‡, voluntary restriction no stop and go ldgs or intersection departures. FBO uses freq 131.65 and 131.95 for corporate and jet acft. Regular UNICOM FREQ is 118.425. Voluntary noise abatement procedures in effect all times all acft. Voluntary curfew 0300–1200Z‡. Use NBAA standard noise abatement apch and dep procedures. All acft use recommended departures: Rwy 05 left turn 360° stay W of interstate to 1500′, Rwy 23 right turn heading 255° as soon as practicable after passing rwy end to 1500′ avoid residential areas, overfly mall area. For noise abatement info call 561–391–2202. Rwy 05 left turn out within ½ mile and proceed on course W of I–95. Arriving Rwy 23 remain W of I–95 until as close in as practicable to avoid overflight of residential area. Rwy 23 departures turn to 255° as soon as practicable after passing rwy end. Noise sensitive arpt. When twr clsd MIRL Rwy 05–23 preset med ints and REIL Rwy 05 and Rwy 23 opr continuously. NOTE: See Special Notices—Aircraft Restrictions.
WEATHER DATA SOURCES: AWOS–3 121.125 (561) 391–2696. LAWRS.
COMMUNICATIONS: CTAF 118.425
Ⓡ **PALM BEACH APP/DEP CON** 125.2 **CLNC DEL** 127.35 (when BCT twr clsd)
TOWER 118.425 (1200–0400Z‡) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc 1200–0400Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 187° 18.1 NM to fld. 19/03W.

BONIFAY
TRI–CO (1JØ) 6 NE UTC−6(−5DT) N30°50.75′ W85°36.08′ NEW ORLEANS
85 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MAI L–21C, 22I
RWY 01–19: H4000X75 (ASPH) S–30 MIRL IAP
RWY 01: PAPI(P2L). Tree. **RWY 19:** PAPI(P2L). Tree.
AIRPORT REMARKS: Attended 1500–0000Z‡. Alligators or deer occasionally on rwy. Extensive military helicopter ops dalgt hrs. Rwy 01 has beaver pond first 500′ W side. MIRL Rwy 01–19 preset med ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CAIRNS APP/DEP CON** 133.75 (Sun–Mon 1200–0500Z‡, Tue–Sat 24 hrs), other times ctc
Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.
MARIANNA (L) VORTAC 114.0 MAI Chan 87 N30°47.17′ W85°07.47′ 278° 24.9 NM to fld. 120/00E.
NDB (MHW) 275 BKK N30°51.10′ W85°36.08′ at fld. NOTAM FILE GNV. NDB unmonitored 0400–1100Z‡.



BROOKSVILLE N28°28.22′ W82°27.49′ JACKSONVILLE
RCO 122.3 (ST PETERSBURG RADIO) at Hernando Co. L–21D, 24F

NDB BKK 275	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 85

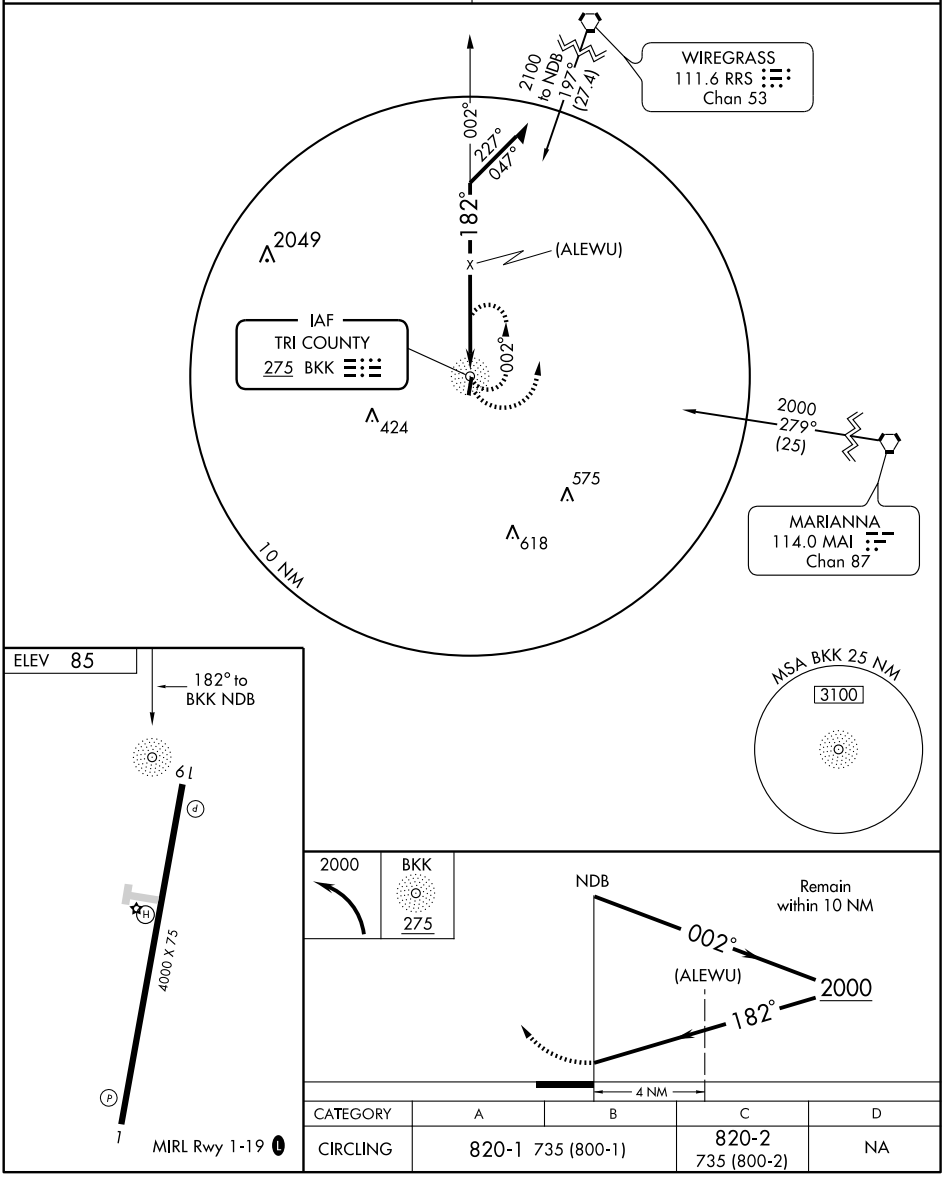
NDB or GPS-A

BONIFAY/TRI COUNTY (1J0)

Use Cairns AAF (Fort Rucker) altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in BKK NDB holding pattern.

CAIRNS APP CON ★	UNICOM
133.75 270.35	122.8 (CTAF) L

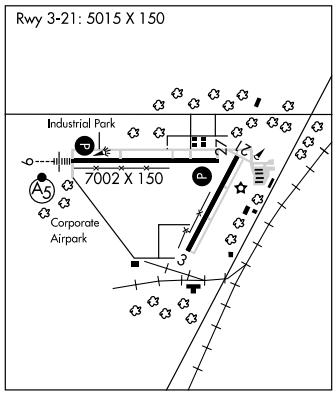


CATEGORY	A	B	C	D
CIRCLING	820-1 735 (800-1)		820-2 735 (800-2)	NA

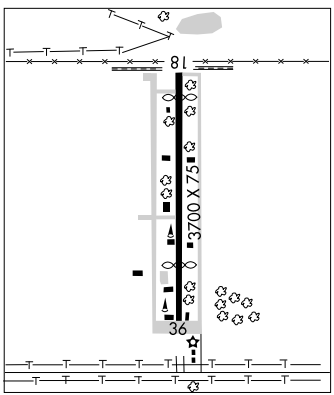
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

BROOKSVILLE

HERNANDO CO (BKV) 6 SW UTC−5(−4DT) N28°28.42′ W82°27.33′ **JACKSONVILLE**
76 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE BKV **H–8H, L–21D, 24F**
RWY 09–27: H7002X150 (CONC) S–90, D–130, 2S–165, 2D–230 MIRL **IAP**
RWY 09: MALSR. PAPI(P4L). Trees. **RWY 27:** PAPI(P4L). Tree.
RWY 03–21: H5015X150 (CONC) S–50, D–75, 2S–95, 2D–135 MIRL
RWY 03: Tree. **RWY 21:** Tree.
AIRPORT REMARKS: Attended 1200–2300Z‡. ACTIVATE PAPI Rwy 09 and 27—CTAF. MIRL Rwy 03–21 and Rwy 09–27 preset low ints dusk–0300Z‡, to increase ints and ACTIVATE after 0300Z‡—CTAF.
WEATHER DATA SOURCES: ASOS 134.725 (352) 799–5881. Except thunderstorm/freezing rain report.
COMMUNICATIONS: CTAF/UNICOM 123.0
BROOKSVILLE RCO 122.3 (ST PETERSBURG RADIO)
Ⓡ **TAMPA APP/DEP CON** 125.3 119.9 **CLNC DEL** 119.125
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 019° 36 NM to fld. 9/01E. **HIWAS.**
ILS 111.1 I-OSV Rwy 09. Class IB. ILS unmonitored.
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.



PILOT COUNTRY (XØ5) 13 S UTC−5(−4DT) N28°19.82′ W82°29.79′ **JACKSONVILLE**
80 B S3 **FUEL** 100LL NOTAM FILE PIE **L–21D, 24F**
RWY 18–36: H3700X75 (ASPH) LIRL
RWY 18: Thld dsplcd 300′. Brush.
RWY 36: Thld dsplcd 900′. Road.
AIRPORT REMARKS: Attended 1300–2230Z‡.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 020° 27.2 NM to fld. 9/01E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.



BUCHAN (See ENGLEWOOD)

CALHOUN CO (See BLOUNTSTOWN)

CALOO N26°30.97′ W81°57.01′ NOTAM FILE FMY. **MIAMI**
NDB (LOM) 341 FM 051° 6.3 NM to Page Fld.

LOC I-OSV	APP CRS	Rwy Idg	7002
111.1	094°	TDZE	77
		Apt Elev	77

ILS RWY 9

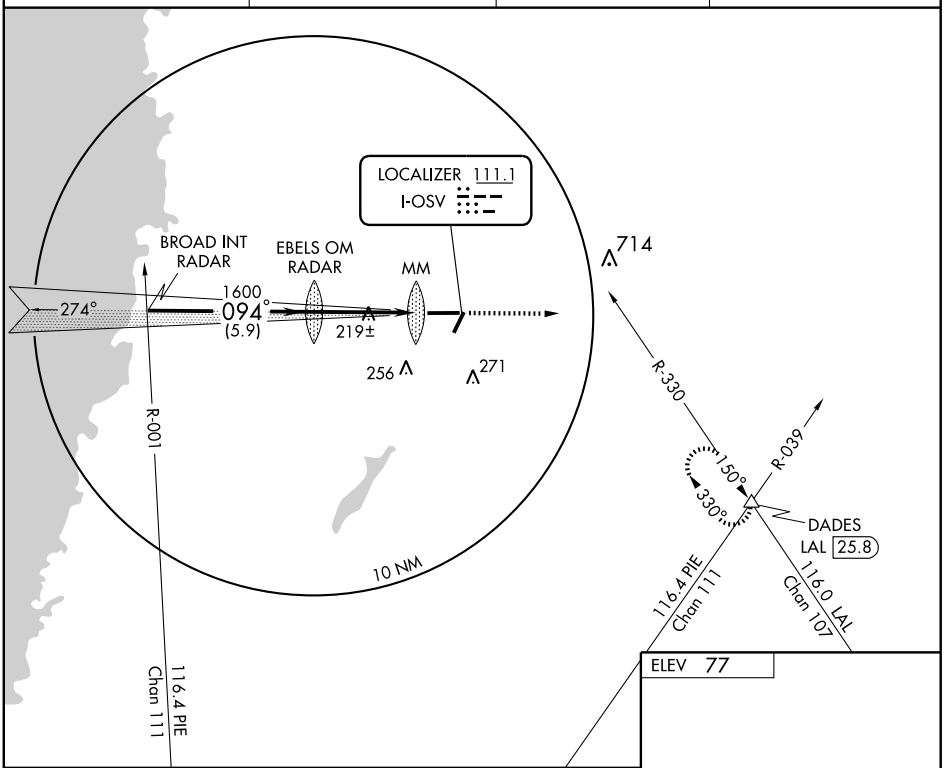
BROOKSVILLE/HERNANDO COUNTY (BKV)

NA RADAR REQUIRED

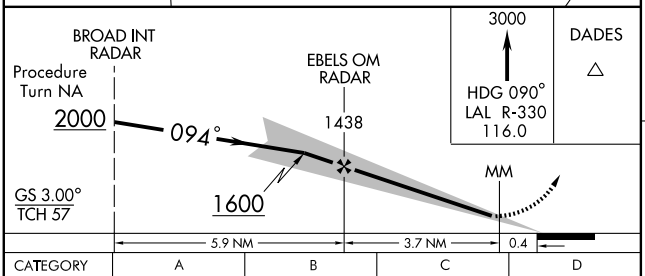
MALSR

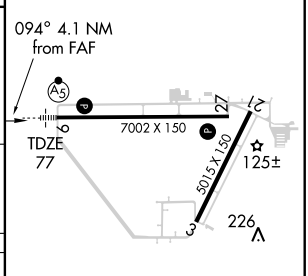
MISSED APPROACH: Climb to 3000 via heading 090° and LAL R-330 to DADES Int and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L



ELEV 77





CATEGORY	A	B	C	D
S-ILS 9	277-½ 200 (200-½)			
S-LOC 9	480-½ 403 (500-½)		480-¾ 403 (500-¾)	
CIRCLING	540-1 463 (500-1)		540-1½ 463 (500-1½)	640-2 563 (600-2)

MIRL Rwys 3-21 and 9-27 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5015
030°	TDZE	67
	Apt Elev	76

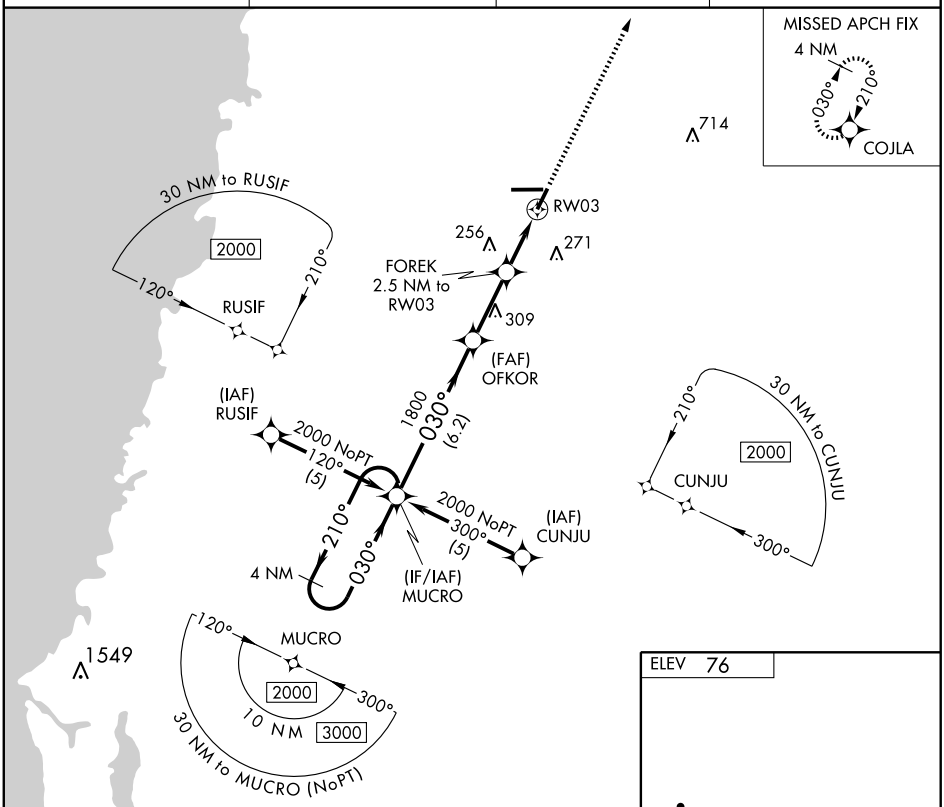
RNAV (GPS) RWY 3

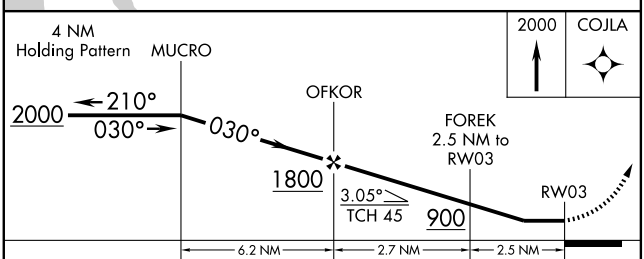
BROOKSVILLE /HERNANDO COUNTY (BKV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

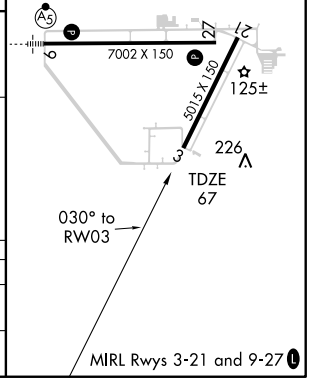
MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	7002
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9

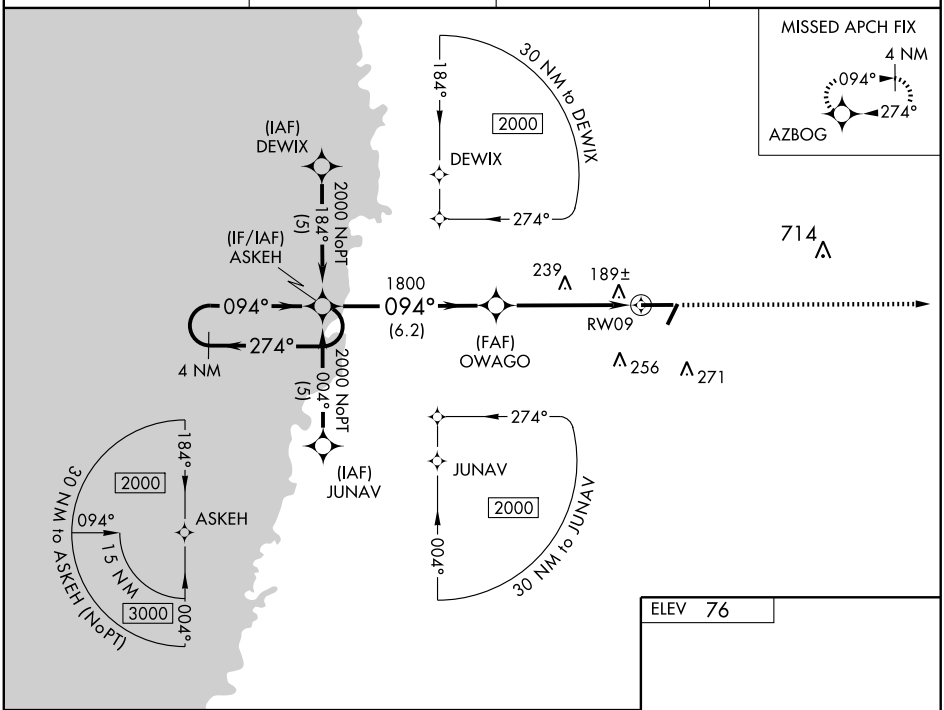
BROOKSVILLE/HERNANDO COUNTY (BKV)

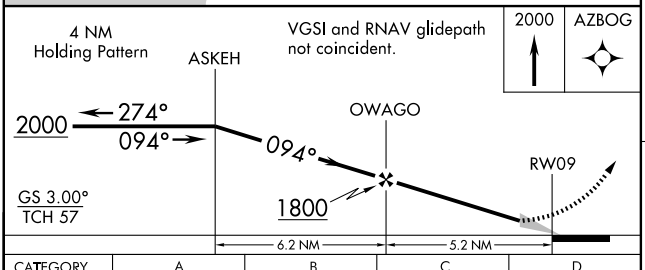
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

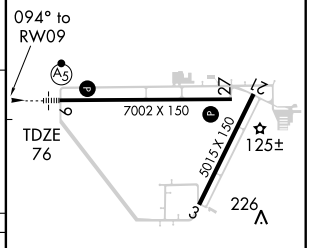
MALSR

MISSED APPROACH: Climb to 2000 direct AZBOG and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	491-1 415 (500-1)			
LNAV MDA	500-½ 424 (500-½)		500-¾ 424 (500-¾)	500-1 424 (500-1)
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5015
210°	TDZE	69
	Apt Elev	76

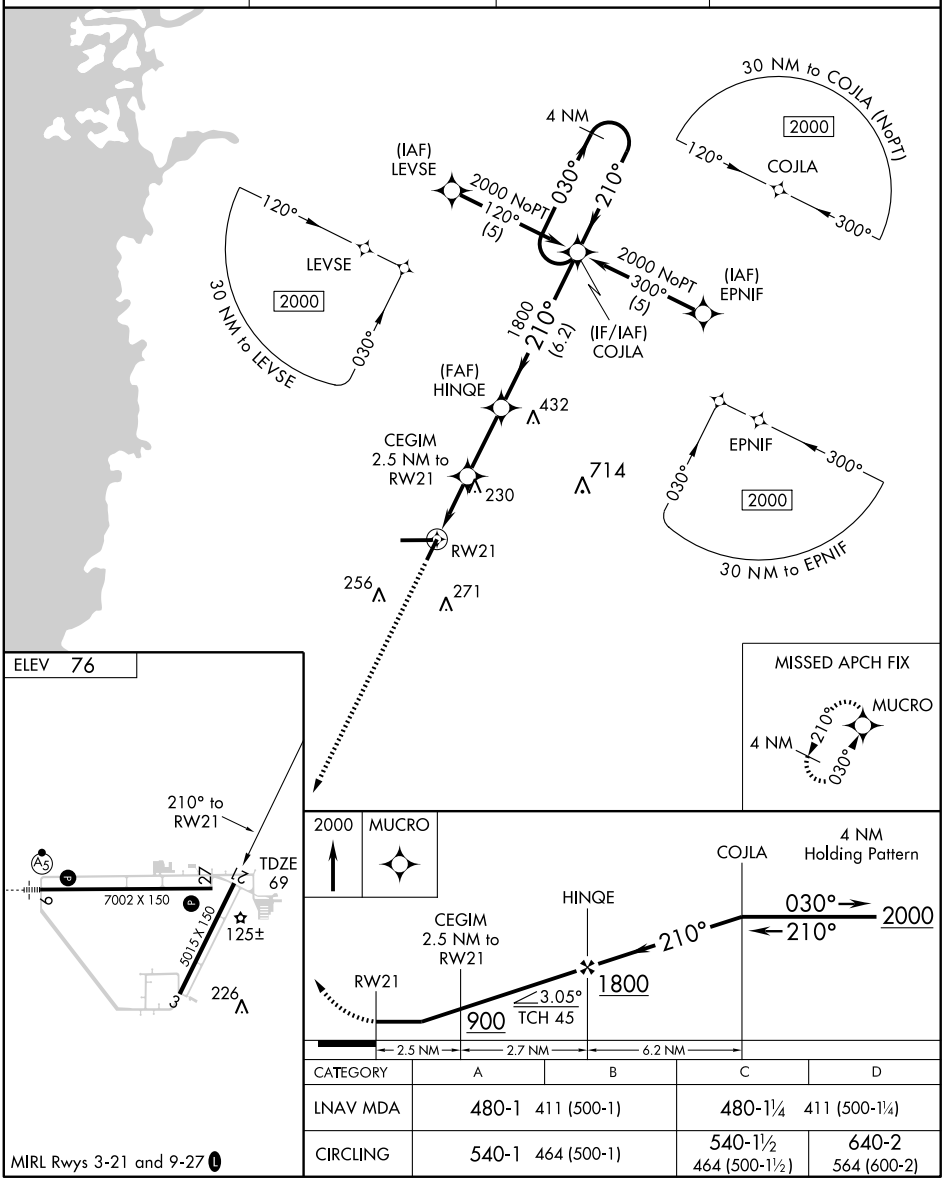
RNAV (GPS) RWY 21

BROOKSVILLE /HERNANDO COUNTY (BKV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUCRO and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		480-1¼ 411 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7002
CH 86408	274°	TDZE	69
W27A		Apt Elev	76

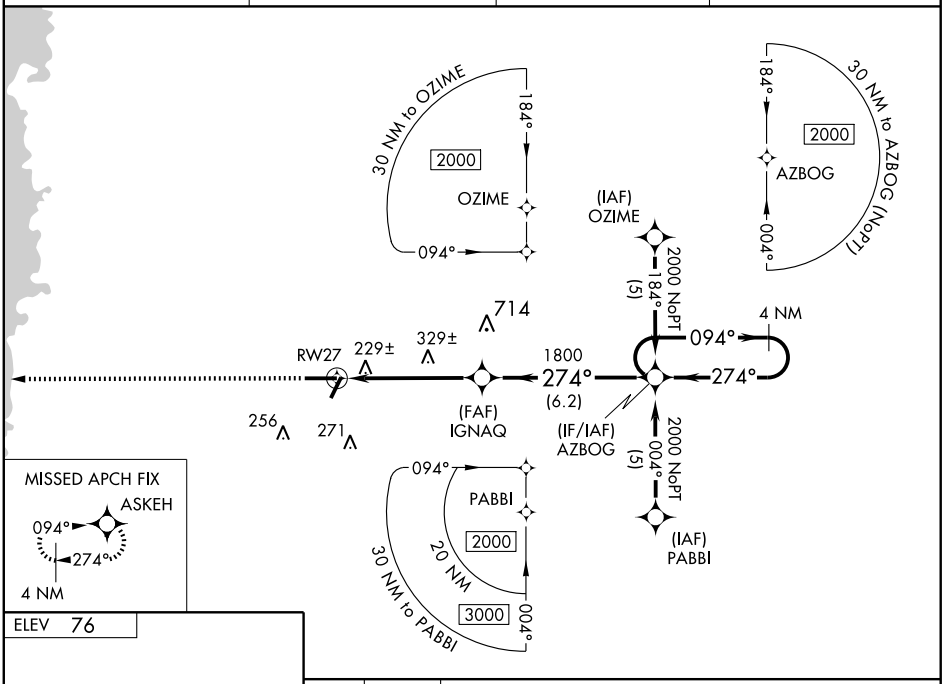
RNAV (GPS) RWY 27

BROOKSVILLE/HERNANDO COUNTY (BKV)

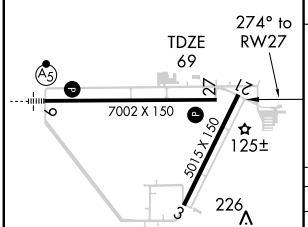
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and MDA 80 feet, and increase LPV, LNAV/VNAV all Cats. and LNAV Cat. D visibility ¼ mile.

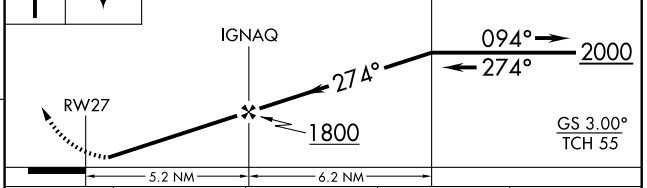
MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L



ELEV 76





CATEGORY	A	B	C	D
LPV DA	442-1¼ 373 (400-1¼)			
LNAV/VNAV DA	540-1¾ 471 (500-1¾)			
LNAV MDA	580-1 511 (600-1)		580-1½ 511 (600-1½)	
CIRCLING	580-1 504 (600-1)		580-1½ 504 (600-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CEDAR KEY

GEORGE T LEWIS (CDK) 1 W UTC−5(−4DT) N29°08.05′ W83°03.03′ **JACKSONVILLE**
11 B NOTAM FILE GNV
RWY 05–23: H2355X100 (ASPH) S–12.5 MIRL
RWY 05: VASI(V2L) **RWY 23:** Thld dsplcd 338′. Road.
AIRPORT REMARKS: Unattended. Seagulls on rwy. Arpt bcn OTS indef. 4′ fence 125′ from rwy centerline located 400′ northeast of Rwy 23 thld and parallel to public road. Thld lgts damaged or missing. Arpt lgts unreliable. ACTIVATE MIRL Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF 122.9

CHALET SUZANNE AIR STRIP (See LAKE WALES)

CHARLOTTE CO (See PUNTA GORDA)

CHOCTAW NOLF (NFJ) N30°30.01′ W86°57.00′ **NEW ORLEANS**
AIRSPACE: CLASS D svc Mon–Fri 1200–0600Z‡ clsd Sat, Sun and holidays. Other times CLASS G. **H–7E, 8G, L–22H**

CLEARWATER AIR PARK (CLW) 3 NE UTC−5(−4DT) N27°58.60′ W82°45.53′ **MIAMI**
71 S4 **FUEL** 100LL, JET A TPA—1071(1000) NOTAM FILE PIE **L–21D, 24F**
RWY 16–34: H3500X75 (ASPH) MIRL
RWY 16: VASI(V4L)—GA 3.5° TCH 26′. Thld dsplcd 300′. Trees.
RWY 34: VASI(V4R)—GA 3.5° TCH 26′. Thld dsplcd 850′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0200Z‡. Ldgs permitted 1200–0200Z‡, tkfs permitted 1200Z‡ until 1 hr after SS whichever is earlier. Full stop ldg only. Noise abatement procedures in effect ctc FBO 727–443–3433. ACTIVATE MIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TAMPA APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 315° 5.7 NM to fld. 9/01E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.

CLEWISTON

AIRGLADES (2IS) 5 W UTC−5(−4DT) N26°44.11′ W81°03.06′ **MIAMI**
20 B S2 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–23C**
RWY 13–31: H5903X75 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 35′. Rgt tfc. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 35°.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. PAPI Rwy 13 and 31 opr continuous. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (863) 983–7020.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MIAMI CENTER APP/DEP CON** 132.45
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 106° 19.1 NM to fld. 30/01E.

COASTAL (See PENSACOLA)

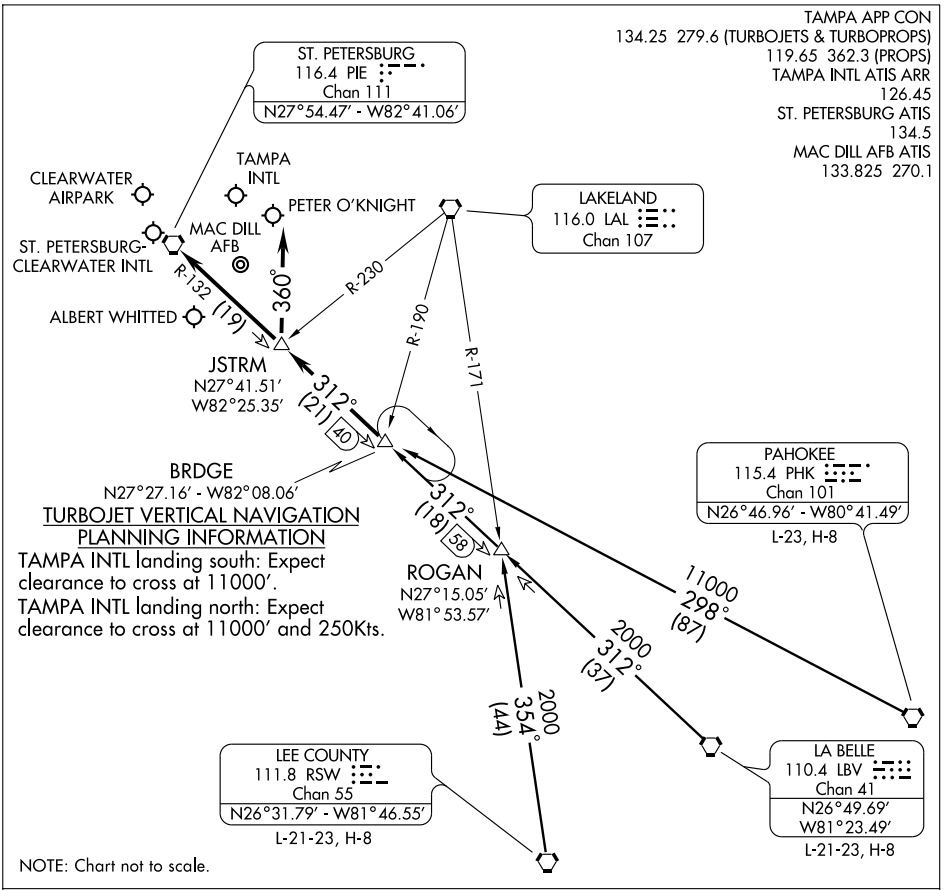
COSME N28°05.12′ W82°31.52′ NOTAM FILE TPA. **JACKSONVILLE**
NDB (LOM) 368 TP 186° 6.6 NM to Tampa Intl. **L–24F**

COSTIN (See PORT ST JOE)

CRAIG N30°20.33′ W81°30.60′ NOTAM FILE CRG. **JACKSONVILLE**
(H) VORTAC 114.5 CRG Chan 92 at Craig Muni. 40/03W. **HIWAS.** **H–8H, L–21D, 23A, 24G, A**
RCO 122.1R 114.5T (GAINESVILLE RADIO)
RCO 122.2 122.45 (GAINESVILLE RADIO)

CRAIG MUNI (See JACKSONVILLE)

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

CEDAR KEY

GEORGE T LEWIS (CDK) 1 W UTC−5(−4DT) N29°08.05′ W83°03.03′ **JACKSONVILLE**
11 B NOTAM FILE GNV
RWY 05–23: H2355X100 (ASPH) S–12.5 MIRL
RWY 05: VASI(V2L) **RWY 23:** Thld dsplcd 338′. Road.
AIRPORT REMARKS: Unattended. Seagulls on rwy. Arpt bcn OTS indef. 4′ fence 125′ from rwy centerline located 400′ northeast of Rwy 23 thld and parallel to public road. Thld lgts damaged or missing. Arpt lgts unreliable. ACTIVATE MIRL Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF 122.9

CHALET SUZANNE AIR STRIP (See LAKE WALES)

CHARLOTTE CO (See PUNTA GORDA)

CHOCTAW NOLF (NFJ) N30°30.01′ W86°57.00′ **NEW ORLEANS**
AIRSPACE: CLASS D svc Mon–Fri 1200–0600Z‡ clsd Sat, Sun and holidays. Other times CLASS G. **H–7E, 8G, L–22H**

CLEARWATER AIR PARK (CLW) 3 NE UTC−5(−4DT) N27°58.60′ W82°45.53′ **MIAMI**
71 S4 **FUEL** 100LL, JET A TPA—1071(1000) NOTAM FILE PIE **L–21D, 24F**
RWY 16–34: H3500X75 (ASPH) MIRL
RWY 16: VASI(V4L)—GA 3.5° TCH 26′. Thld dsplcd 300′. Trees.
RWY 34: VASI(V4R)—GA 3.5° TCH 26′. Thld dsplcd 850′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0200Z‡. Ldgs permitted 1200–0200Z‡, tkfs permitted 1200Z‡ until 1 hr after SS whichever is earlier. Full stop ldg only. Noise abatement procedures in effect ctc FBO 727–443–3433. ACTIVATE MIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TAMPA APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 315° 5.7 NM to fld. 9/01E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.

CLEWISTON

AIRGLADES (2IS) 5 W UTC−5(−4DT) N26°44.11′ W81°03.06′ **MIAMI**
20 B S2 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–23C**
RWY 13–31: H5903X75 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 35′. Rgt tfc. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 35°.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. PAPI Rwy 13 and 31 opr continuous. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (863) 983–7020.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MIAMI CENTER APP/DEP CON** 132.45
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 106° 19.1 NM to fld. 30/01E.

COASTAL (See PENSACOLA)

COSME N28°05.12′ W82°31.52′ NOTAM FILE TPA. **JACKSONVILLE**
NDB (LOM) 368 TP 186° 6.6 NM to Tampa Intl. **L–24F**

COSTIN (See PORT ST JOE)

CRAIG N30°20.33′ W81°30.60′ NOTAM FILE CRG. **JACKSONVILLE**
(H) VORTAC 114.5 CRG Chan 92 at Craig Muni. 40/03W. **HIWAS.** **H–8H, L–21D, 23A, 24G, A**
RCO 122.1R 114.5T (GAINESVILLE RADIO)
RCO 122.2 122.45 (GAINESVILLE RADIO)

CRAIG MUNI (See JACKSONVILLE)

APP CRS	Rwy Idg	5903
140°	TDZE	19
	Apt Elev	20

RNAV (GPS) RWY 13

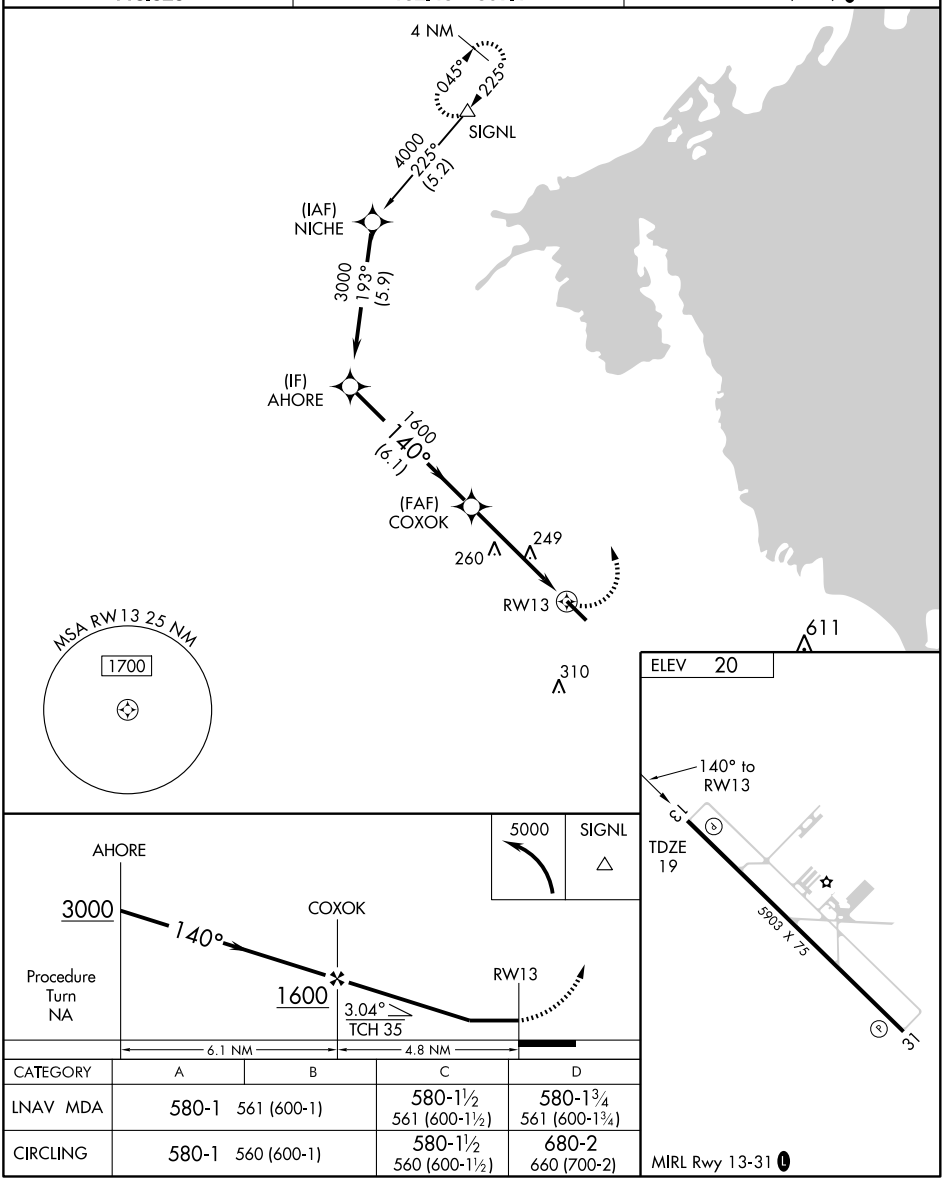
CLEWISTON /AIRGLADES (2IS)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Immokalee altimeter setting, when not received: use Okeechobee County altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 561 (600-1)		580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5903
320°	TDZE	19
	Apt Elev	20

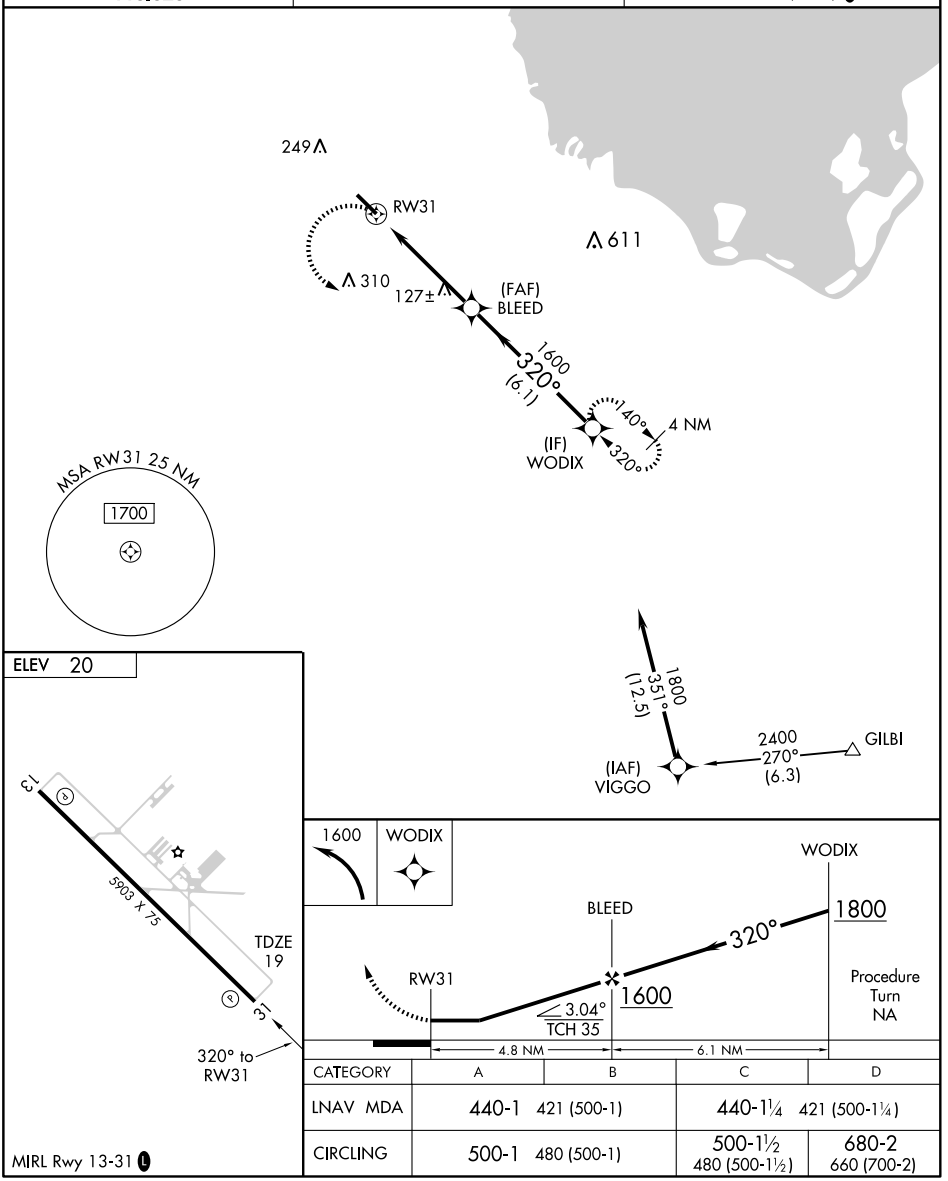
RNAV (GPS) RWY 31

CLEWISTON /AIRGLADES (2IS)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Immokalee altimeter setting, when not received, use Okeechobee County altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D ¼ mile.

MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 421 (500-1)		440-1¼ 421 (500-1¼)	
CIRCLING	500-1 480 (500-1)		500-1½ 480 (500-1½)	680-2 660 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

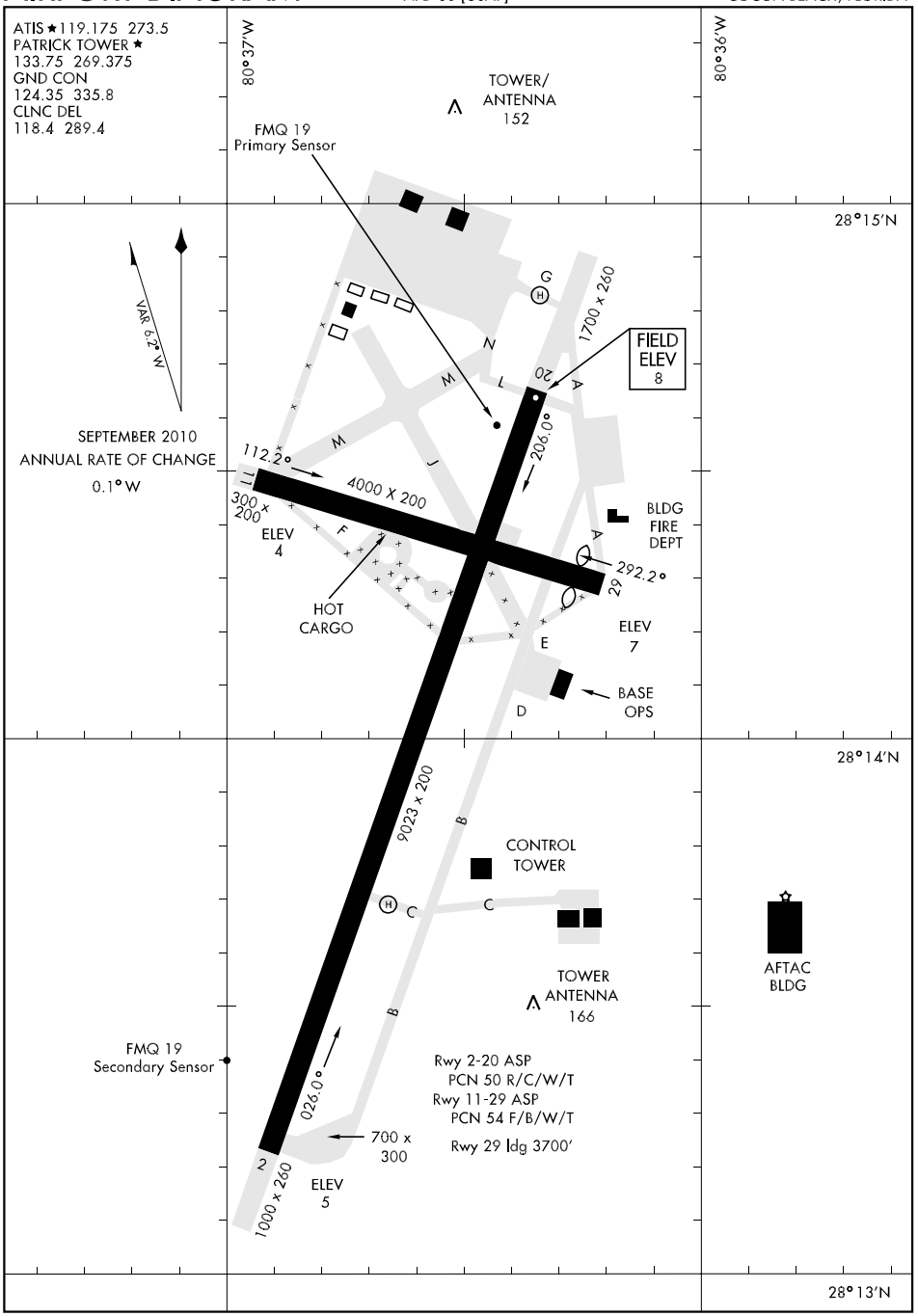
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PATRICK AFB (KCOF)

AFD-38 [USAF]

COCOA BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

COCOA BEACH, FLORIDA

PATRICK AFB (KCOF)

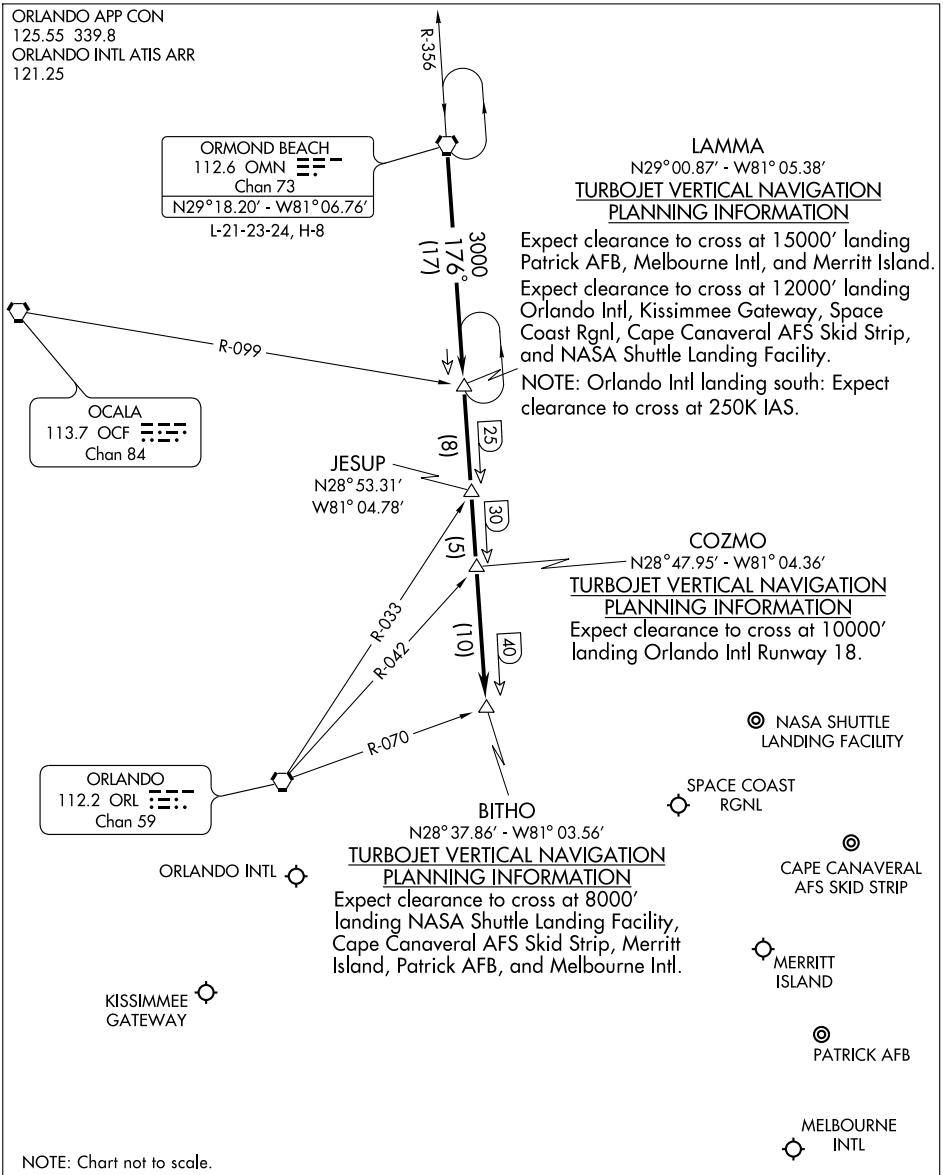
PATRICK AFB (COF)(KCOF) AF 3 S UTC−5(−4DT) N28°14.10′ W80°36.60′ **JACKSONVILLE**
8 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE COF Not insp. **H–8I, L–24F**
RWY 02–20: H9023X200 (ASHP–CONC–GRVD) PCN 50 R/C/W/T HIRL **DIAP, AD**
RWY 02: ALSF1. PAPI(P4L). **RWY 20:** PAPI(P4L).
RWY 11–29: H4000X200 (ASPH) PCN 54 F/B/W/T MIRL
RWY 11: PAPI(P4L). **RWY 29:** PAPI(P4L). Thld dsplcd 300′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–9023 TODA–9023
RWY 20: TORA–9023 TODA–9023
MILITARY SERVICE: LGT Rwy 02–20 edge lgts are positioned approximately 30′ from usable surface. Aircrews use caution, non–std thld lgt Rwy 20. **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX **OIL** O–128–133–148 **TRAN ALERT** Opr 1300–0500Z‡, clsd holidays. All tran acft rqr Tran Alert assistance no arr later than 0430Z‡.
MILITARY REMARKS: Opr 1300–0500Z‡. **RSTD** Acft turns on Rwy 02–20 restricted to conc ends. PPR for all acft, except EVAC, DSN 854–2222 C321–494–2222. East side Twy C clsd to jet acft. Run–on ldg/tkf conducted by rotary wing acft equipped with skids rstd to Rwy 11–29 west of Rwy 02–20 and Twy B south of Twy C. **CAUTION** First 240′ Rwy 29 not visible from twr. Exercise caution due to extensive local general aviation acft over Melbourne Intl, 7 NM S of Patrick AFB during VFR weather conditions. Bird hazard potential exists. Migratory Season Phase II Oct 1–Mar 31. During Bird Watch Condition Moderate, tkf and ldg permission. During Bird Watch Condition Severe, tkf and ldg prohibited. Ctc TWR/GND/ATIS for current Bird Watch Condition Code. Rwy 11–29 has NSTD landing zone touchdown box markings. Rwy 11–29 has both standard and assault landing zone markings. **TFC PAT** TPA—1500(1492) rectangular, 2000(1992) overhead. **CSTMS/AG/IMG** All acft rqr support ctc PTD with arr info 1 hr prior to ldg via direct air/gnd communications or telephone patch. Provide 2 hr notification Sat, Sun. If no notice expect 1–2 hr delay. **MISC** Base OPS DSN 854–2222, C321–494–2222, fax C321–494–6442. WX DSN 467–8484, C321–853–8484. For backup support, ctc 26 OWS at C318–529–2651. Fleet svc not avbl. Rwy 02–20 mid 7000′ asphalt. Rwy 02–20 first 100′ grooved conc. No COMSEC storage avbl at AMOPS, ctc CMD POST (bldg 423, extension 7001) for COMSEC storage.
COMMUNICATIONS: ATIS 119.175 273.5 **PTD** 139.3 372.2
Ⓡ **ORLANDO APP/DEP CON** 132.65 134.95 281.425 358.3
TOWER 133.75 269.375 (1300–0500Z‡) **GND CON** 124.35 335.8
CLNC DEL 118.4 289.4
PATRICK COMD POST (Call BARRIER) 138.3 383.0 (Global HF thru CAPE ROD) **PMSV METRO** 344.6
KING OPS 150.35 321.0 **RESCUE OPS** 138.475 255.5
AIRSPACE: CLASS D svc 1300–0500Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.
MELBOURNE (L) VOR/DME 110.0 MLB Chan 37 N28°06.32′ W80°38.12′ 012° 7.9 NM to fld. 30/2W.
(T) TACAN Chan 97 COF (115.0) N28°14.26′ W80°36.71′ at fld. 10/4W. NOTAM FILE COF. Unmonitored 0500–1300Z‡. No NOTAM MP Wed 0900–1500Z‡.
ILS 109.1 I–COF Rwy 02. Unmonitored 0500–1300Z‡. No NOTAM MP Tue 0900–1500Z‡.
ILS 110.9 I–PKC Rwy 20. Unmonitored 0500–1300Z‡. No NOTAM MP Thu 0900–1500Z‡.
COMM/NAV/WEATHER REMARKS: ILS Rwy 02 coupled/autoland ILS apch use caution, localizer signal not protected, possible interference. OM not installed, DME or RADAR rqr. Weather DSN 467–8484, C321–853–8484.

PENSACOLA

COASTAL (83J) 10 NW UTC−6(−5DT) N30°31.91′ W87°23.12′ **NEW ORLEANS**
110 TPA—1010(900) NOTAM FILE GNV
RWY 18–36: 2526X230 (TURF)
RWY 18: Thld dsplcd 500′. Fence. Rgt tfc. **RWY 36:** Thld dsplcd 360′. Fence.
AIRPORT REMARKS: Attended 1500Z‡–SS. Extensive military helicopter opr at adjacent fld ¼ mile N–E. Glider activity on and invof arpt. Rwy 18–36 length and width and dsplcd thlds marked with pavers.
COMMUNICATIONS: CTAF/UNICOM 122.8

FERGUSON (82J) 7 SW UTC−6(−5DT) N30°23.90′ W87°20.93′ **NEW ORLEANS**
27 S4 **FUEL** 100LL TPA—527(500) NOTAM FILE GNV **L–21C, 22H**
RWY 18–36: H3200X200 (ASPH–TURF) LIRL
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡, Sun 2000–2200Z‡. After hrs call 850–455–4171. Fuel avbl only during attendance hrs. Frequent flight demonstrations and preactive airshows at Pensacola NAS. Arpt lies within 3 NM of Pensacola NAS (Forrest Sherman Fld) NPA. Apch and dep N of the arpt. Rwy 18–36 eastern 40′ asph entire length and western 80′ turf entire length. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 231°43.1 NM to fld. 255/03E. **HIWAS.**

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

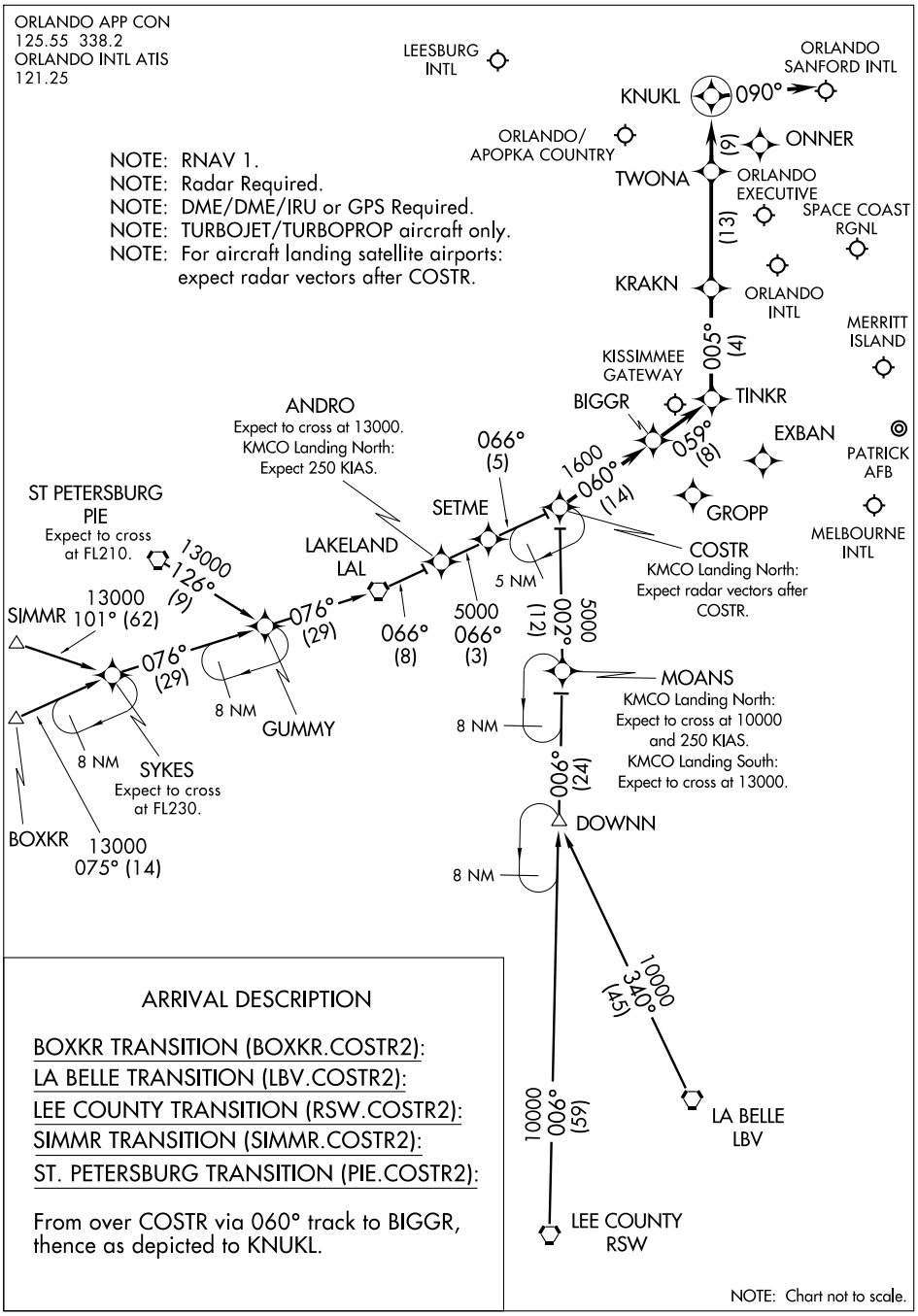


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC/DME RWY 2

LOC I-COF	APCH CRS	Rwy ldg	9023
109.1	024°	TDZE	5
		Arpt Elev	8

AL-38 [USAF]

PATRICK AFB (KCOF)

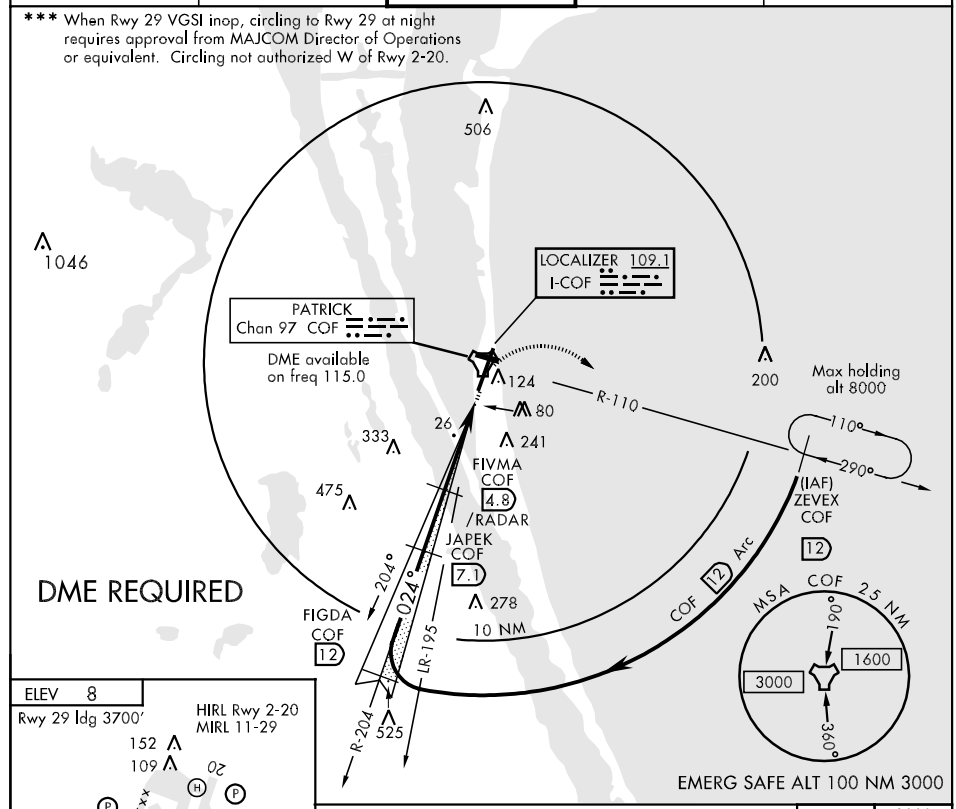
* When ALS inop increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

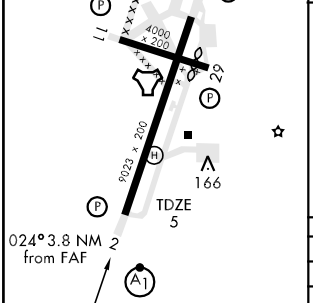
ALSF-1

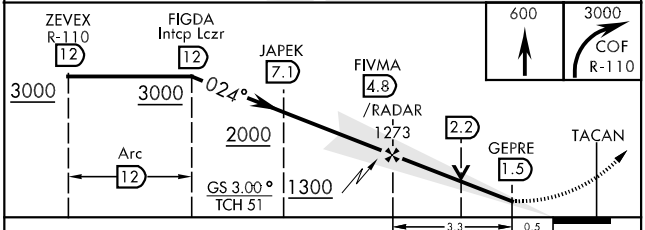
MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

*** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.







LOC FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-ILS 2 *	313/40 308 (400-¾)			
S-LOC 2 **	440/40 435 (500-¾)		440/50 435 (500-1)	440/60 435 (500-1¼)
CIRCLING ***	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

COCOA BEACH, FLORIDA

ILS or LOC/DME RWY 20

LOC I-PKC	APCH CRS	Rwy ldg 9023
110.9	204°	TDZE 8
		Arpt Elev 8

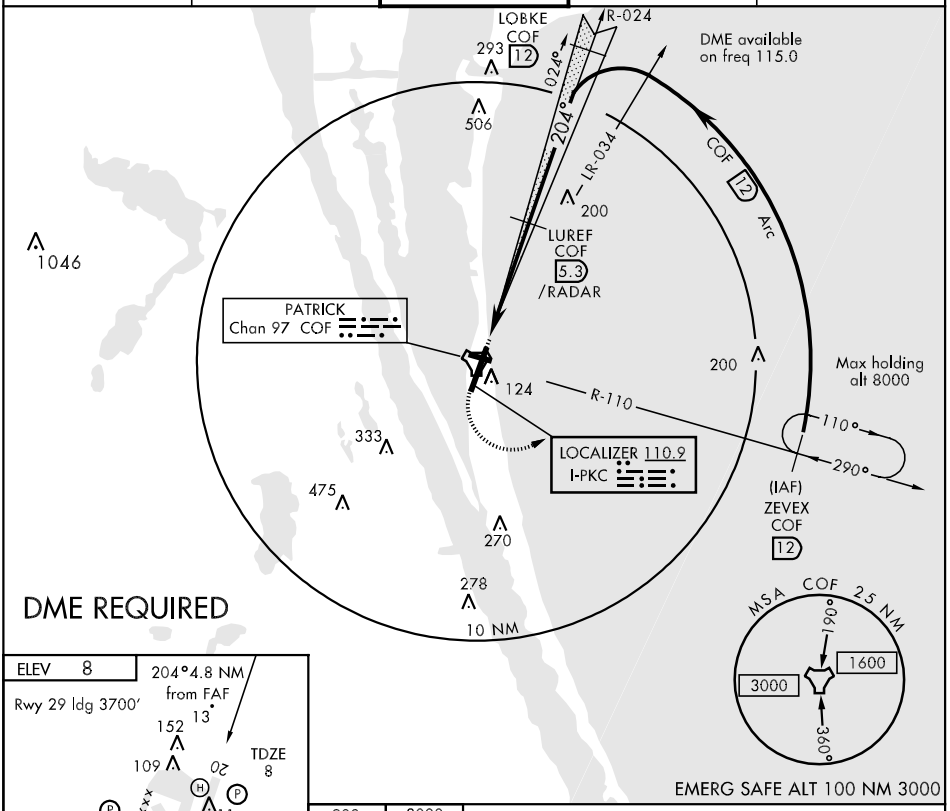
AL-38 [USAF]

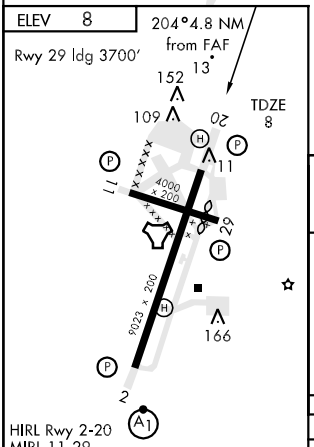
PATRICK AFB (KCOF)

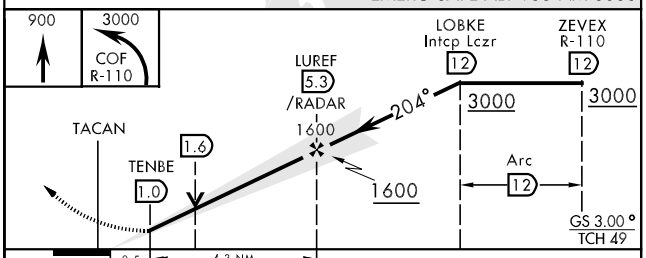
* When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then turn left, intercept the COF R-110 outbound direct ZEVEX, maintain 3000 and hold.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4







LOC FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A		B	C		D
S-ILS 20	239/40	231	(300-¾)	239/50	231	(300-1)
S-LOC 20	420/50	412	(500-1)	420/60	412	(500-1¼)
CIRCLING *	500-1	492	(500-1)	500-1½ 492 (500-1½)		560-2 552 (600-2)

COCOA BEACH, FLORIDA

28°14'N-80°37'W

PATRICK AFB (KCOF)

Orig 10266

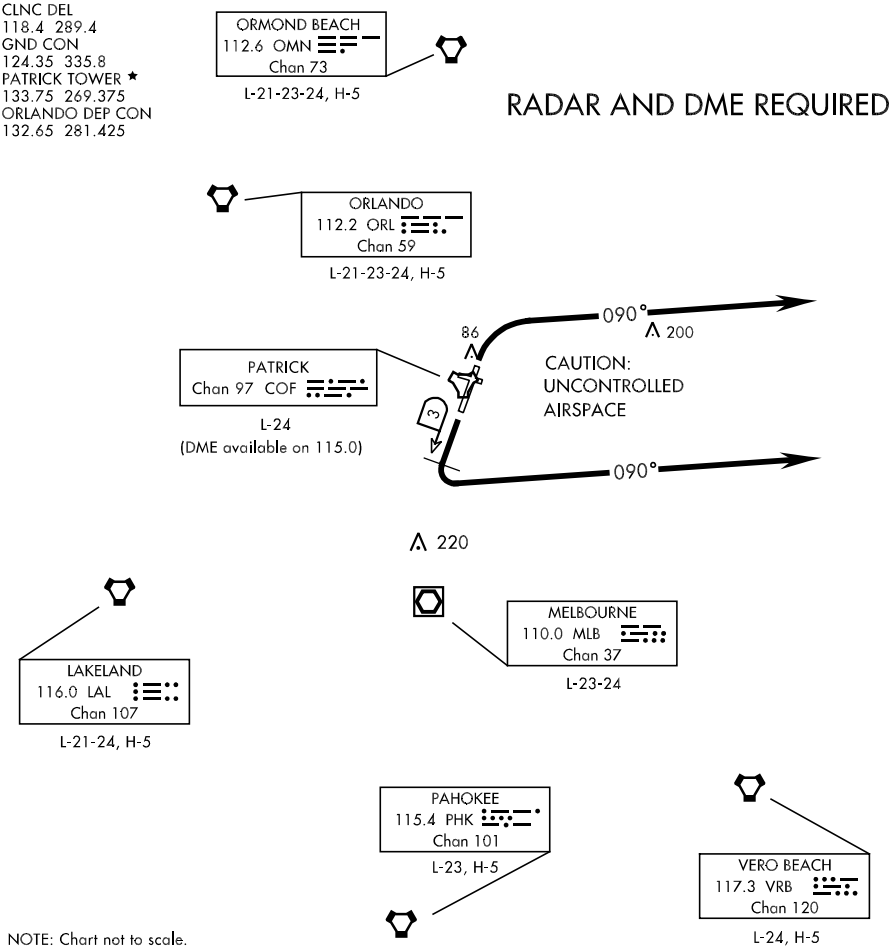
ILS or LOC/DME RWY 20

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425



DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

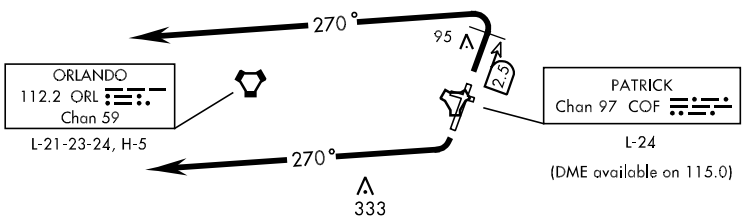
TAKE-OFF RWY 2: Cross DER at or above 10' AGL/18' MSL, track runway heading climb and maintain 2000. After departure end of runway, turn right heading 090°.

TAKE-OFF RWY 20: Cross DER at or above 20' AGL/25' MSL, track runway heading climb and maintain 2000. At COF TACAN 3 DME turn left heading 090°.
Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement.
Aircraft should avoid Melbourne International Class D airspace.

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED



ORLANDO
112.2 ORL
Chan 59
L-21-23-24, H-5

PATRICK
Chan 97 COF
L-24
(DME available on 115.0)

MELBOURNE
110.0 MLB
Chan 37
L-23-24

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10′ AGL/18′ MSL, track runway heading climb and maintain 2000. At COF TACAN 2.5 DME turn left heading 270°.
Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 20: Cross DER at or above 20′ AGL/25′ MSL, track runway heading climb and maintain 2000. After departure end of runway turn right heading 270°.

SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 2

TACAN COF Chan 97	APCH CRS 017°	Rwy Idg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

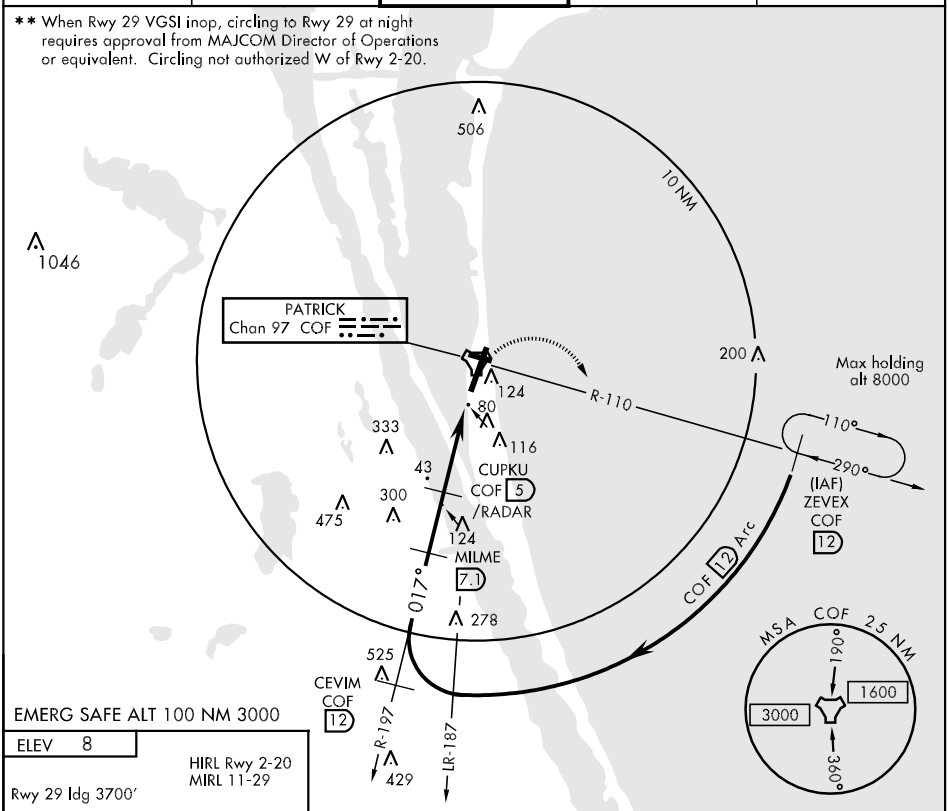
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

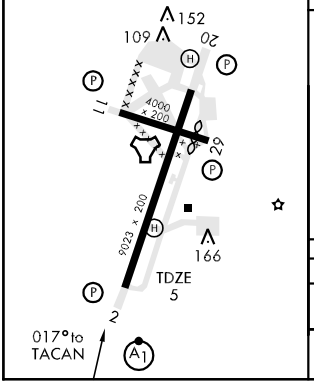


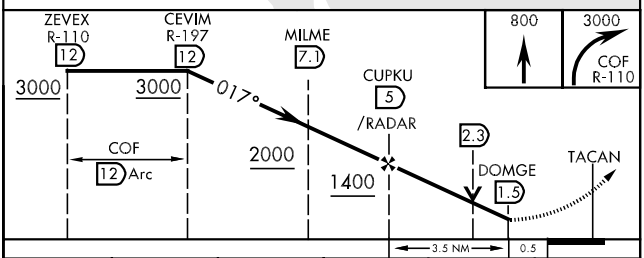
EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20
MIRL 11-29

Rwy 29 Idg 3700′





CATEGORY	A	B	C	D	E
S-2 *	460/40 455 (500-¾)		460/50 455 (500-1)	460/60 455 (500-1¼)	
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 20

TACAN COF Chan 97	APCH CRS 214°	Rwy ldg 9023 TDZE 8 Arpt Elev 8

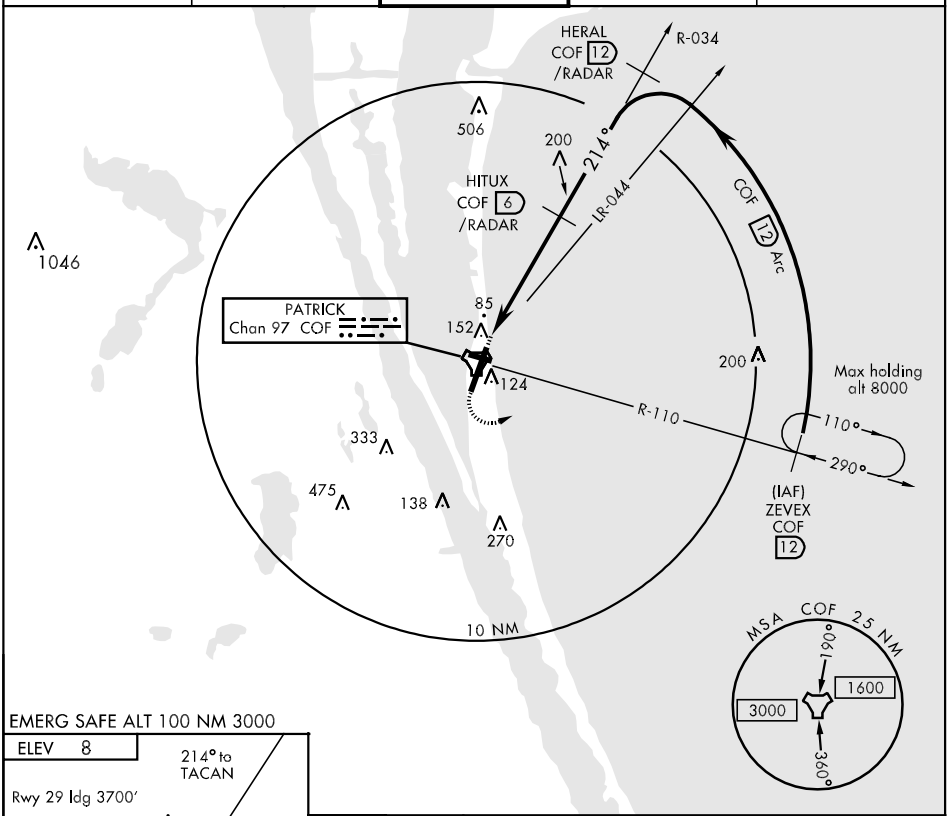
AL-38 [USAF]

PATRICK AFB (KCOF)

▼ * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then climbing left turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

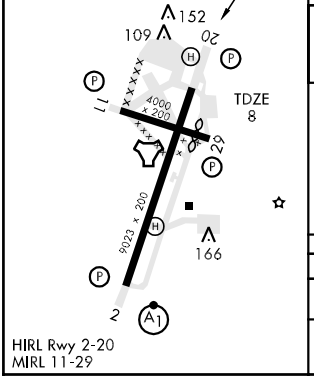


EMERG SAFE ALT 100 NM 3000

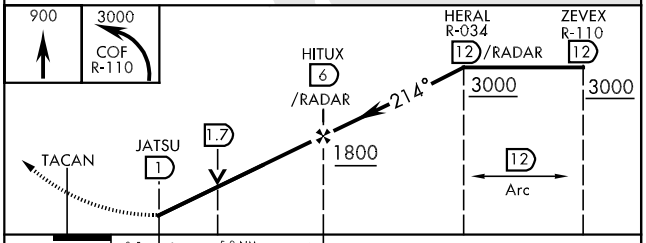
ELEV 8

214° to TACAN

Rwy 29 ldg 3700'



HIRL Rwy 2-20
MIRL 11-29



CATEGORY	A	B	C	D	E
S-20	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½	432 (500-1½)
CIRCLING *	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 2

VOR/DME MLB 110.0 Chan 37	APCH CRS 010°	Rwy Idg 9023 TDZE 5 Arpt Elev 8

AL 38 [USAF]

PATRICK AFB (KCOF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 600, then turn left to intercept MLB VOR/DME R-010 then direct MLB, maintain 2600 and hold.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

1046

RADAR or DME REQUIRED

R-010

159

333

010°

AVIVE

MLB

3

475

220

IAF

MELBOURNE

110.0 MLB

Chan 37

278

525

010°

190°

Max holding alt 8000

544

R-190

10 NM

MSA MLB 25 NM

180°

3000

1700

360°

EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20

MIRL 11-29

Rwy 29 Idg 3700'

152

109

20

11

4000 × 200

29

9023 × 200

166

TDZE 5

010° 7 NM from FAF

2

A1

600

2600

MLB

R-010

VOR/DME

190°

2600

010°

2600

AVIVE

3

010°

5.7

1500

MOSTE

6.5

VGSI and Descent angle not coincident

3.00°

TCH 50

3 NM

3.5 NM

0.5

CATEGORY	A	B	C	D
S-02 *	480/40 475 (500-¾)		480/50 475 (500-1)	480/60 475 (500-1¼)
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560- 2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

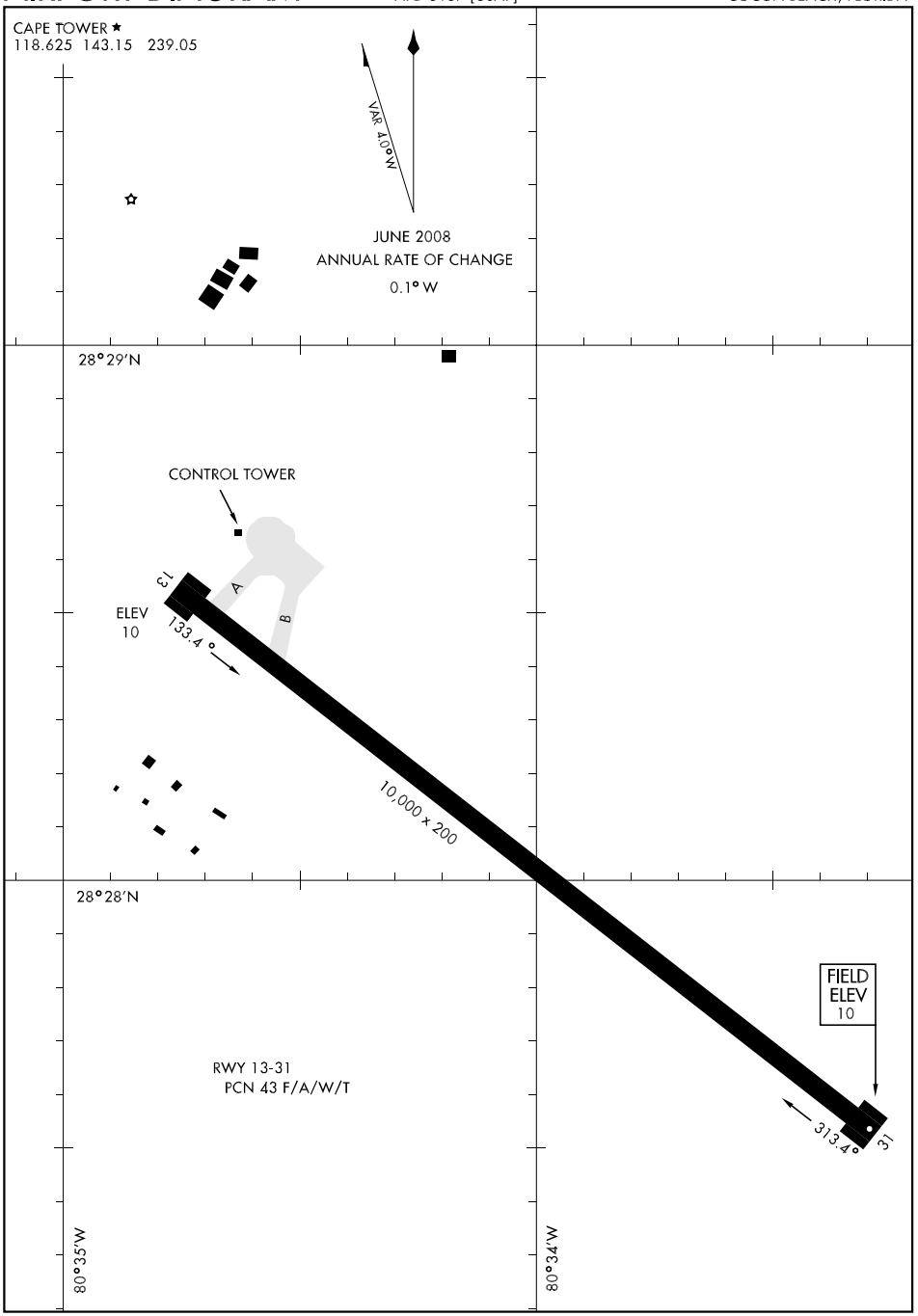
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CAPE CANAVERAL AFS SKID STRIP (KXMR)

AFD-5157 [USAF]

COCOA BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

COCOA BEACH, FLORIDA

CAPE CANAVERAL AFS SKID STRIP (KXMR)

CAPE CANAVERAL AFS SKID STRIP (XMR)(KXMR) AF 7 NE UTC−5(−4DT) **JACKSONVILLE**
N28°28.06′ W80°34.01′ **H–8I, L–24F**
10 B Class I, ARFF Index A NOTAM FILE XMR Not insp. **DIAP, AD**
RWY 13–31: H10000X200 (ASPH–GRVD) PCN 43 F/A/W/T HIRL
RWY 13: PAPI(P4L). **RWY 31:** SALS(NSTD). PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–9998 TODA–9998
RWY 31: TORA–9998 TODA–9998
MILITARY SERVICE: LGT Rwy 31 apch lgt NSTD SALS, 1000′. **JASU** 2(AM32A–60A) 3(A/M32A–86D) **FUEL** J8, expect 4–6 hour delay without prior coordination. Due to limited manning, aircrew assistance is required with refueling ops. **TRAN ALERT** Chip detection inspection rqr by F–16 not avbl.
MILITARY REMARKS: Tower has no specified hours. Afld operations operates, Mon–Fri, clsd Sat, Sun and hol. See FLIP AP/1 Supplementary Arpt Info. **RSTD** Payload delivery, Distinguished Visitor and shuttle Support. PPR. 48 hr prior notice required for opr Mon–Fri 1300–2100Z‡, OT request 5 day prior notice, exc rqr 45 OSS/CC approval. PPR valid +/− 30 minutes prior/after ETA. Early/late arr/dep must be coordinated. Twr manned based on PPR. Ctc 1 ROPS/DOUS, CCAFS, FL DSN 467–5941, C321–853–5941 for PPR. No arr or dep permitted within 1 hr of Cape Canaveral launch opr. All acft will ctc approach before proceeding to Cape Canaveral. Flight is restricted to 1000′ abv and within a horizontal radius of 2000′ from any space launch complex. **CAUTION** Many obstructions in vicinity of rwy. Bird hazard. Unmanned Aerial Systems (UAS) operations. Rwy 13–31 does not have paved overruns. **TFC PAT** TPA—Rectangular 1100 (1090), overhead 1600 (1590). **CSTMS/AG/IMG:** Avbl 1 hour prior notice Mon–Fri 1300–2200Z‡, other times 2 hour prior notice. PPR. **MISC** Official passengers only. No space A facilities avbl. Ltd parking. Wx observer avbl, other than as req, weekend 1130–1930Z‡. For backup support, ctc 26 OWS at C318–529–2651. No classified materials storage avbl. Observation automated, FMQ–19 observation wx equipment in use 24hrs. Wx observation/forecast avbl 24 hrs via phone DSN 467–8484, C321–853–8484. No classified materials storage avbl. AM Ops DSN 467–4241, COMM 321–853–4241, FAX COMM 321–853–1521.
COMMUNICATIONS:
Ⓡ **ORLANDO APP/DEP CON** 134.95 281.425
TOWER 118.625 143.15 239.05 (No specific work hours Mon–Fri, clsd Sat, Sun and holidays)
PMSV METRO (CAPE METRO) 344.6 (Terminal weather forecast not issued for KXMR, see KTTS or KCOF.)
AIRSPACE: CLASS D svc no specific work hours Mon–Fri, clsd Sat, Sun and holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE COF.
PATRICK (T) TACAN Chan 97 COF (115.0) N28°14.26′ W80°36.71′ 016° 14.0 NM to fld. 10/4W. Unmonitored 0500–1300Z‡. No NOTAM MP Wed 0900–1500Z‡.

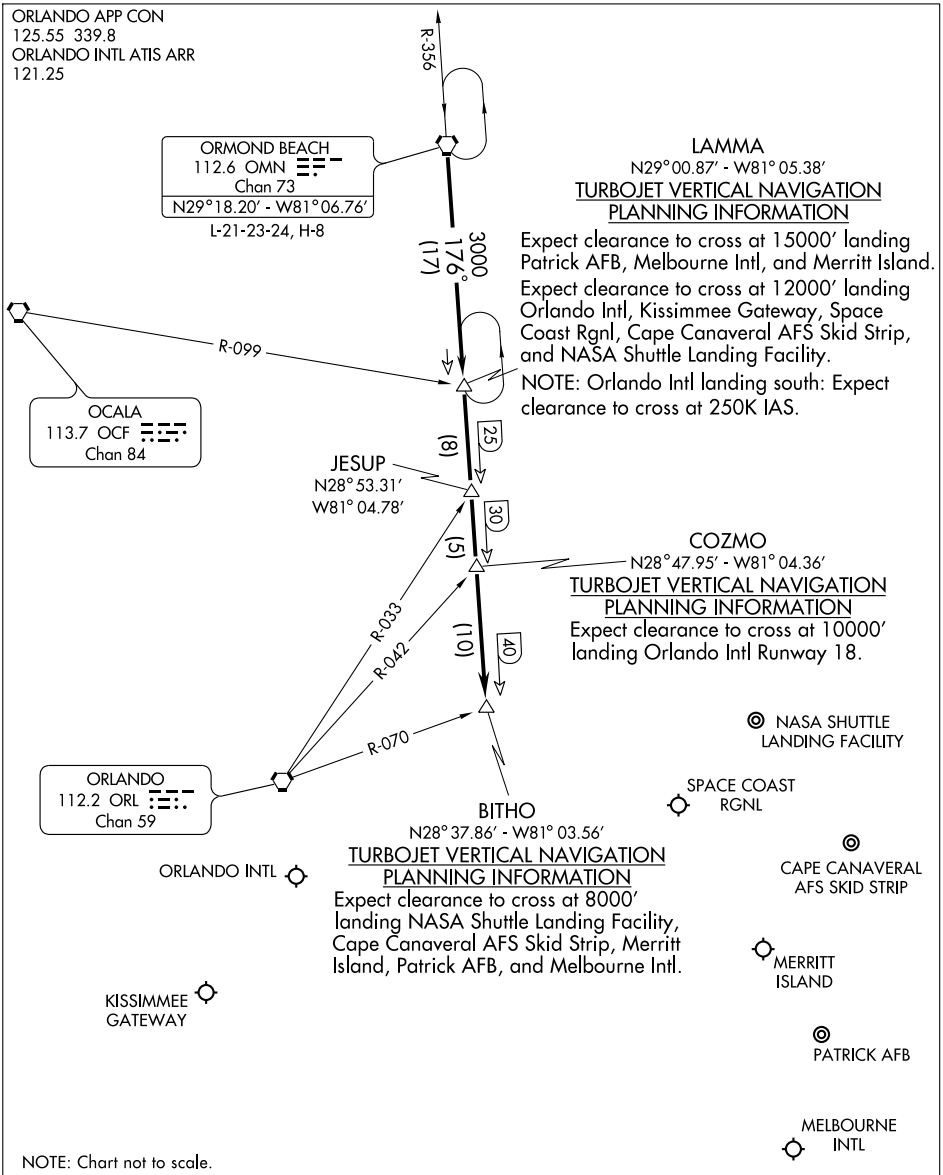
CAPOK N27°59.71′ W82°42.23′ NOTAM FILE PIE. **MIAMI**
NDB (LOM) 360 PI 172° 5.2 NM to St. Petersburg–Clearwater Intl. **L–24F**

CARRABELLE–THOMPSON (X13) 3 W UTC−5(−4DT) N29°50.52′ W84°42.07′ **JACKSONVILLE**
20 B NOTAM FILE GNV **L–21D, 22I**
RWY 05–23: H4000X75 (ASPH) S–12.5 MIRL
RWY 05: PAPI(P2L)—GA 2.3° TCH 40′. Trees. **RWY 23:** PAPI(P2L)—GA 2.3° TCH 40′. Tree.
AIRPORT REMARKS: Unattended. Autos occasionally use rwy for road. Lgts on several twys OTS indef. ACTIVATE MIRL Rwy 05–23 and PAPI Rwys 05 and 23—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 200° 46.0 NM to fld. 180/02E. **HIWAS.**

CECIL FLD (See JACKSONVILLE)

CECIL N30°12.78′ W81°53.45′ NOTAM FILE VQQ **JACKSONVILLE**
(H) VORW 117.9 VQQ 087° 11.3 NM to Jacksonville NAS (Towers Fld). **H–8H, 12F, L–21D, 24G, A**
VOR unusable:
056°–064° blo 12000′
131°–134° blo 12000′
166°–194° blo 12000′
195°–214° blo 5000′
291°–295° byd 10 NM blo 4000′
296°–345° blo 4000′

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 13

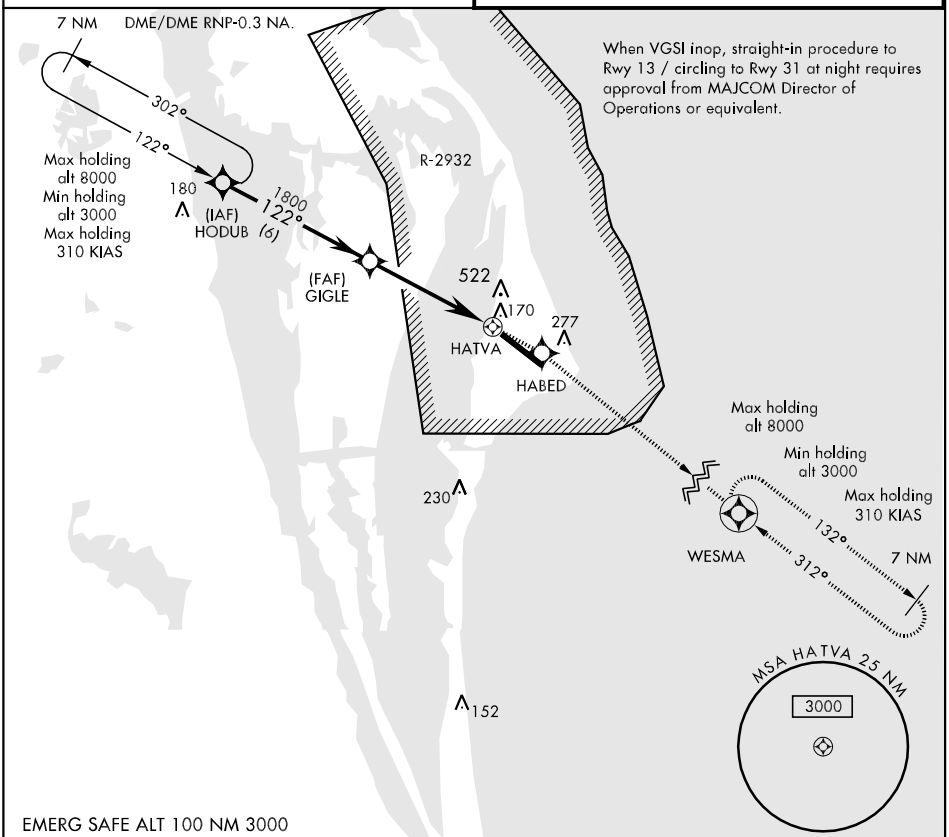
APCH CRS	Rwy ldg	10,000
122°	TDZE	10
	Arpt Elev	10

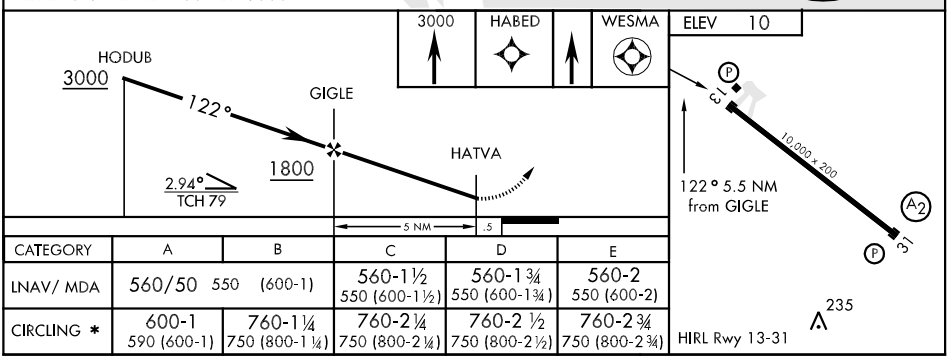
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Climb to 3000 direct HABED, then direct to WESMA and hold.

ORLANDO APP CON	CAPE TOWER *
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
LNAV/ MDA	560/50 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)	560-2 550 (600-2)
CIRCLING *	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	10,000
312°	TDZE	10
	Arpt Elev	10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
** Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

DME/DME RNP-0.3 NA.

When VGSI inop, straight-in procedure to Rwy 31/ circling to Rwy 13 at night requires approval from MAJCOM director of Operations or equivalent.

R-2932

522

JAPIT

432

230

(FAF)
NODBE

1700

312°

(10)

Min holding alt 3000 Max holding alt 8000 Max holding 310 KIAS

(IAF)
WESMA

132°

312°

7 NM

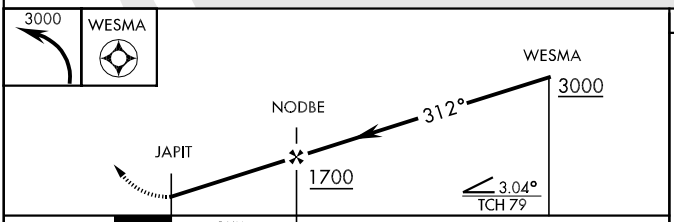
152

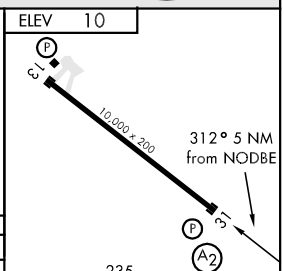
200

MSA JAPIT 25 NM

3000

EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
LNAV/MDA *	540/50 530 (600-1)		540/60 530 (600-1 ¼)	540 -1 ½ 530 (600-1 ½)	
CIRCLING **	600-1 590 (600-1)	760-1 ¼ 750 (800-1 ¼)	760-2 ¼ 750 (800-2 ¼)	760-2 ½ 750 (800-2 ½)	760-2 ¾ 750 (800-2 ¾)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN	COF	APCH CRS	Rwy Idg	10,000
Chan	97	014°	TDZE	N/A
			Arpt Elev	10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized N of Rwy 13-31.

MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

RADAR REQUIRED

When VGSI inop, circling procedure to RWY 13/31 at night requires approval from MAJCOM Director of Operations (or equivalent).

R-2932

R-014

522

235

FIREK COF 10.5

230

014°

(IAF) FAVOS COF 4.5

10 NM

152

200

R-110

Max holding 310 KIAS

Max holding alt 8000

110°

290°

ZEVEX COF 12

PATRICK Chan 97 COF

MSA COF 25 NM

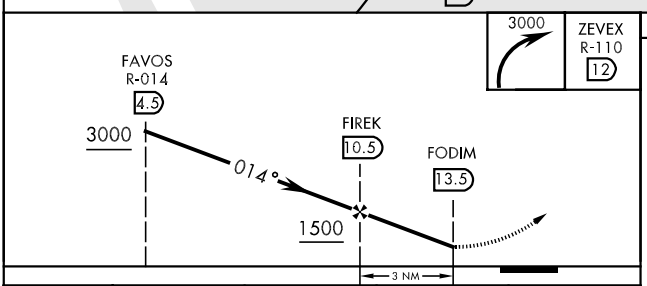
090°

3000

1600

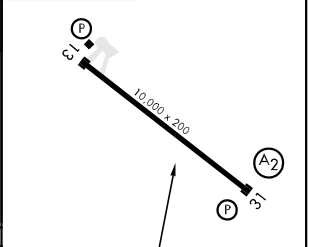
360°

EMERG SAFE ALT 100 NM 3000



3000 ZEVEX R-110 12

ELEV 10



CATEGORY	A	B	C	D
CIRCLING *	600-1 590 (600-1)		600-1½ 590 (600-1½)	600-2 590 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

CRESTVIEW N30°49.57′ W86°40.75′ NOTAM FILE CEW. **NEW ORLEANS**

(H) VORTACW 115.9 CEW Chan 106 106°8.6 NM to Bob Sikes. 255/03E. **HIWAS.** **H–6K, 8G, 9A, L–21C, 22H**

VOR unusable 264°–280°.

RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

CRESTVIEW

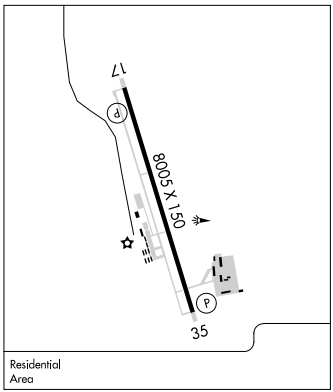
BOB SIKES (CEW) 3 NE UTC−6(−5DT) N30°46.73′ W86°31.33′ **NEW ORLEANS**

213 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 NOTAM FILE GNV **H–6K, 8G, L–21C, 22H**

RWY 17–35: H8005X150 (ASPH) S–60, D–120, 2S–152, 2D–170 MIRL **IAP**

RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees. 1.1% down

RWY 35: PAPI(P4R)—GA 3.0° TCH 52′. Trees. 0.4% up



AIRPORT REMARKS: Attended continuously. For fuel after 0100Z‡ call 850–682–6811. PAEW adjacent to all twys indef. Arpt used by military for flight test and training. Extensive VFR military student instrument training conducted in all quadrants of Crestview navaids. Arriving VFR acft should monitor 122.95. Touch and go ldgs not recommended; expedite turn off as soon as possible. Noise abatement procedures: departing acft maintain rwy heading to 700 ft MSL before turning. Parallel twy lgts OTS indef. ACTIVATE MIRL Rwy 17–35—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (850) 682–1237. **HIWAS** 115.9 CEW.

COMMUNICATIONS: CTAF/UNICOM 122.95

CRESTVIEW RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

Ⓡ **EGLIN APP/DEP CON** 124.05

AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 106° 8.6 NM to fld. 255/03E. **HIWAS.**

KOBRA NDB (LOM) 201 CE N30°51.17′ W86°32.20′ 170° 4.5 NM to fld.

ILS 111.9 I–CEW Rwy 17. LOM KOBRA NDB. Glide slope unusable byd 5° both sides of course. Autopilot coupled approaches not authorized.

CROSS CITY (CTY) 1 E UTC−5(−4DT) N29°38.13′ W83°06.29′ **JACKSONVILLE**

42 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8G, L–21D, 24G**

RWY 04–22: H5005X75 (ASPH) S–13 MIRL **IAP**

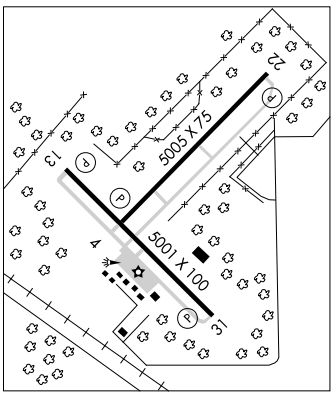
RWY 04: PAPI(P2L)—GA 3.0° TCH 38′. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 38′. Tree.

RWY 13–31: H5001X100 (ASPH) S–13 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Tree.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Tree.



AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 04–22 and Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.0T (GAINESVILLE RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

(L) VORTAC 112.0 CTY Chan 57 N29°35.94′ W83°02.92′ 309° 3.7 NM to fld. 30/02W.

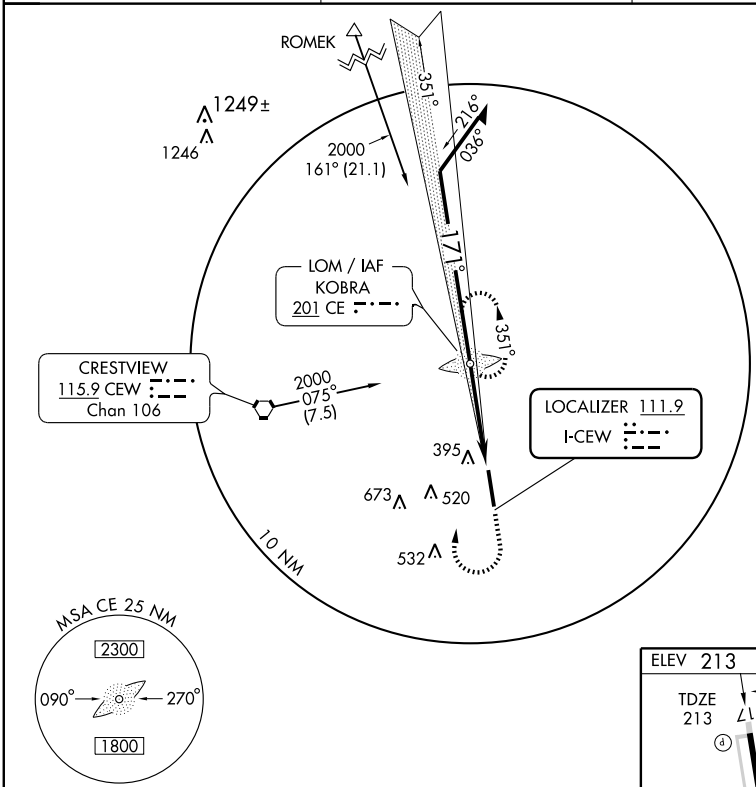
LOC I-CEW	APP CRS	Rwy Idg	8005
111.9	171°	TDZE	213
		Apt Elev	213

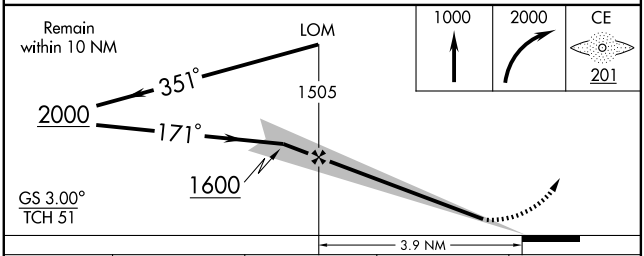
ILS or LOC RWY 17
CRESTVIEW/BOB SIKES (CEW)

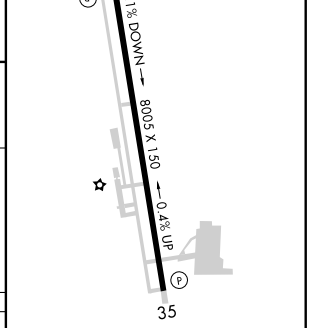
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet.
Autopilot coupled approach not authorized. ADF REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 17	413-¾ 200 (200-¾)			
S-LOC 17	640-1 427 (500-1)		640-1¼ 427 (500-1¼)	
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8005
CH 56206	171°	TDZE	213
W17A		Apt Elev	213

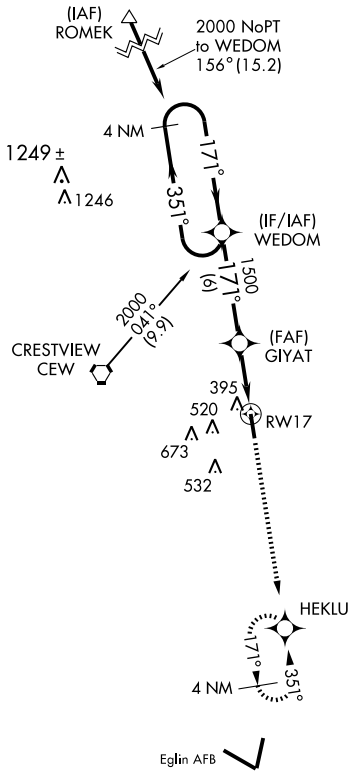
RNAV (GPS) RWY 17

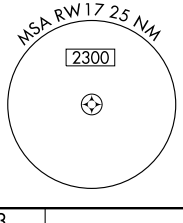
CRESTVIEW/BOB SIKES (CEW)

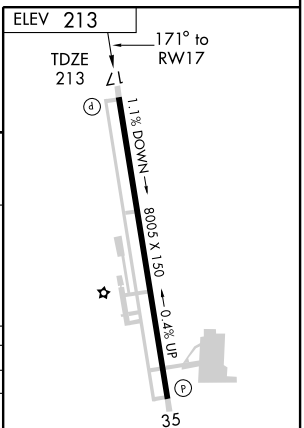
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet. Baro-VNAV and VDP NA with Eglin AFB altimeter setting. DME/DME RNP- 0.3 NA.

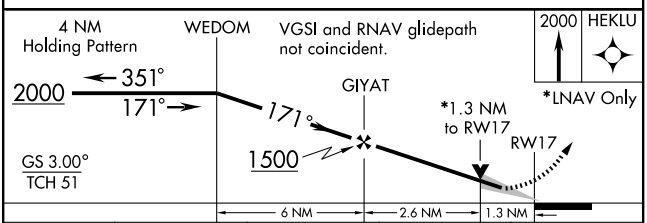
MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	470-1 257 (300-1)			
LNAV/VNAV DA	640-1½ 427 (500-1½)			
LNAV MDA	660-1 447 (500-1)		660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
CIRCLING	700-1½ 487 (500-1½)			820-2 607 (700-2)

MIRL Rwy 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 40208 W35A	APP CRS 351°	Rwy Idg 8005 TDZE 163 Apt Elev 214

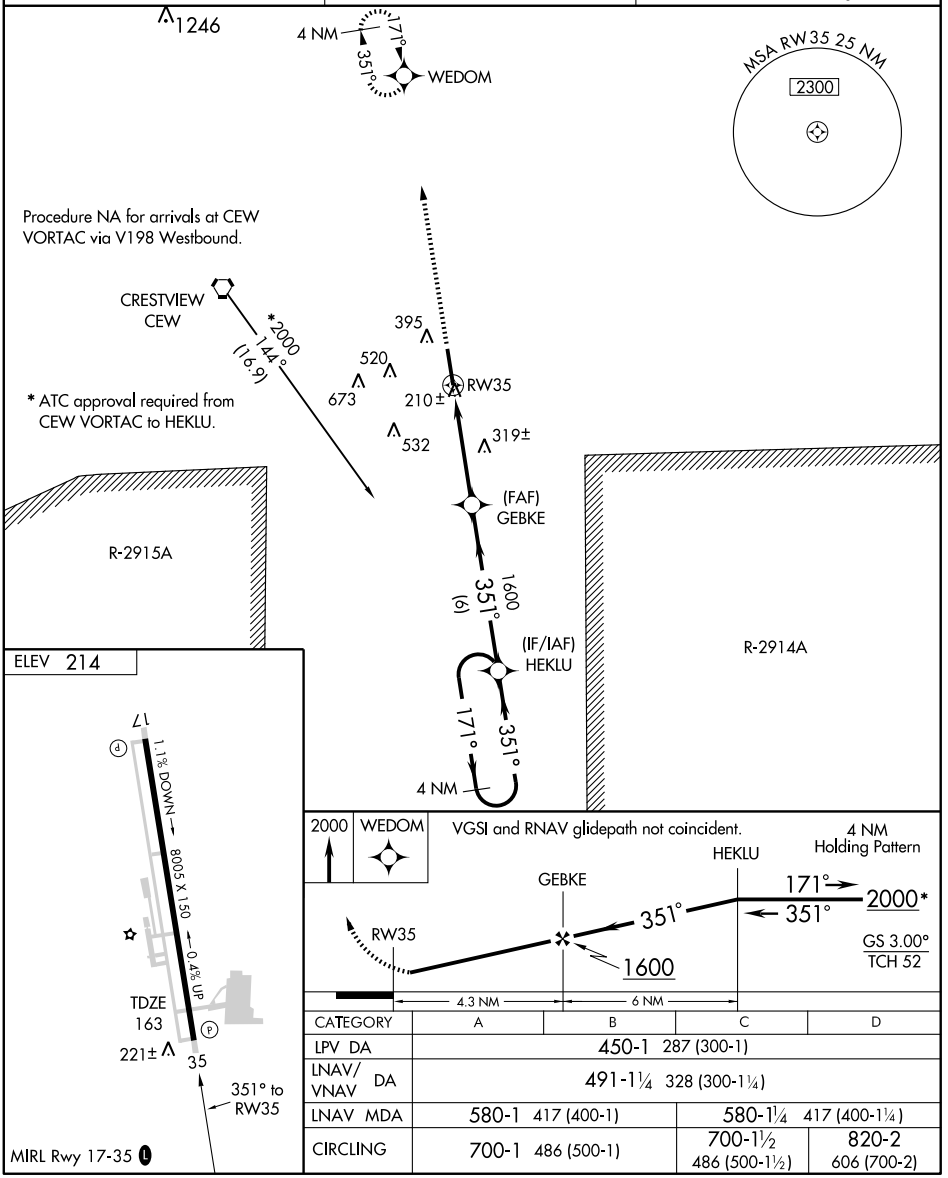
RNAV (GPS) RWY 35

CRESTVIEW/BOB SIKES (CEW)

When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs 60 feet, LPV all Cats and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Eglin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-1 287 (300-1)			
LNAV/VNAV DA	491-1¼ 328 (300-1¼)			
LNAV MDA	580-1 417 (400-1)		580-1¼ 417 (400-1¼)	
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC CEW 115.9 Chan 106	APP CRS 106°	Rwy Idg N/A TDZE N/A Apt Elev 213

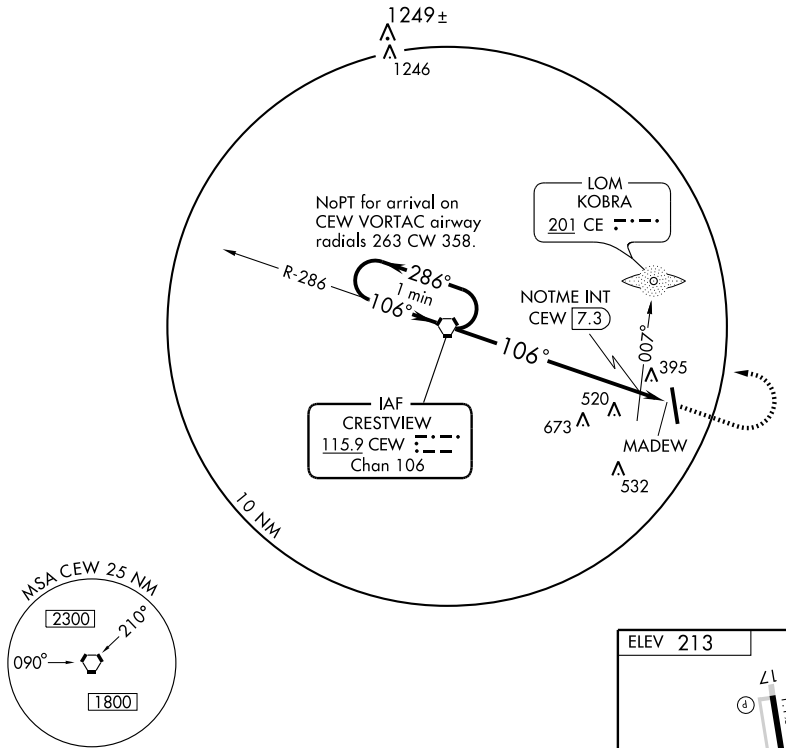
VOR-A

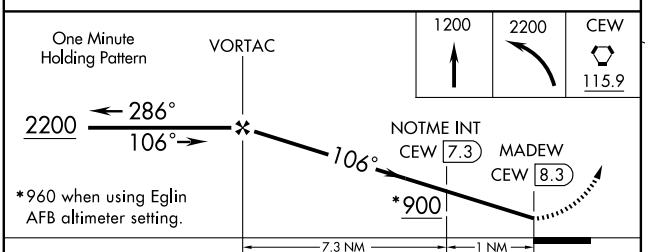
CRESTVIEW/BOB SIKES (CEW)

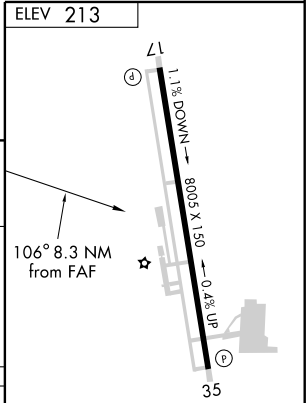
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	900-1 687 (700-1)		900-2 687 (700-2)	900-2¼ 687 (700-2¼)
NOTME FIX MINIMUMS				
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CRESTVIEW N30°49.57′ W86°40.75′ NOTAM FILE CEW. **NEW ORLEANS**

(H) VORTACW 115.9 CEW Chan 106 106°8.6 NM to Bob Sikes. 255/03E. **HIWAS.** **H–6K, 8G, 9A, L–21C, 22H**

VOR unusable 264°–280°.

RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

CRESTVIEW

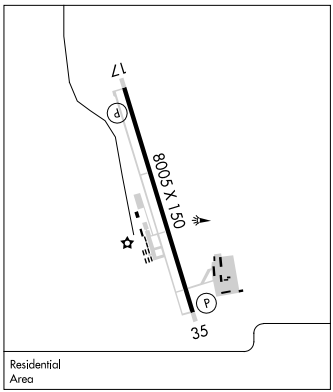
BOB SIKES (CEW) 3 NE UTC−6(−5DT) N30°46.73′ W86°31.33′ **NEW ORLEANS**

213 B S4 **FUEL** 100LL, JET A, A1+ OX 1, 3 NOTAM FILE GNV **H–6K, 8G, L–21C, 22H**

RWY 17–35: H8005X150 (ASPH) S–60, D–120, 2S–152, 2D–170 MIRL **IAP**

RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees. 1.1% down

RWY 35: PAPI(P4R)—GA 3.0° TCH 52′. Trees. 0.4% up



AIRPORT REMARKS: Attended continuously. For fuel after 0100Z‡ call 850–682–6811. PAEW adjacent to all twys indef. Arpt used by military for flight test and training. Extensive VFR military student instrument training conducted in all quadrants of Crestview navaids. Arriving VFR acft should monitor 122.95. Touch and go ldgs not recommended; expedite turn off as soon as possible. Noise abatement procedures: departing acft maintain rwy heading to 700 ft MSL before turning. Parallel twy lgts OTS indef. ACTIVATE MIRL Rwy 17–35—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (850) 682–1237. **HIWAS** 115.9 CEW.

COMMUNICATIONS: CTAF/UNICOM 122.95

CRESTVIEW RCO 122.45 122.2 122.0 (GAINSVILLE RADIO)

Ⓡ **EGLIN APP/DEP CON** 124.05

AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 106° 8.6 NM to fld. 255/03E. **HIWAS.**

KOBRA NDB (LOM) 201 CE N30°51.17′ W86°32.20′ 170° 4.5 NM to fld.

ILS 111.9 I–CEW Rwy 17. LOM KOBRA NDB. Glide slope unusable byd 5° both sides of course. Autopilot coupled approaches not authorized.

CROSS CITY (CTY) 1 E UTC−5(−4DT) N29°38.13′ W83°06.29′ **JACKSONVILLE**

42 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8G, L–21D, 24G**

RWY 04–22: H5005X75 (ASPH) S–13 MIRL **IAP**

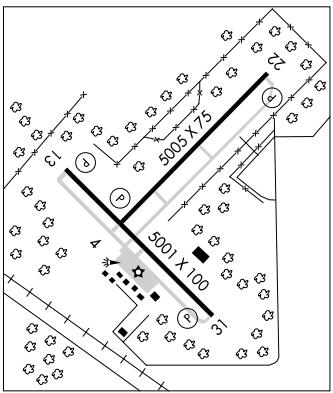
RWY 04: PAPI(P2L)—GA 3.0° TCH 38′. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 38′. Tree.

RWY 13–31: H5001X100 (ASPH) S–13 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Tree.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Tree.



AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 04–22 and Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.0T (GAINESVILLE RADIO)

Ⓡ **JAX CENTER APP/DEP CON** 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.

(L) VORTAC 112.0 CTY Chan 57 N29°35.94′ W83°02.92′ 309° 3.7 NM to fld. 30/02W.

RNAV (GPS) RWY 31

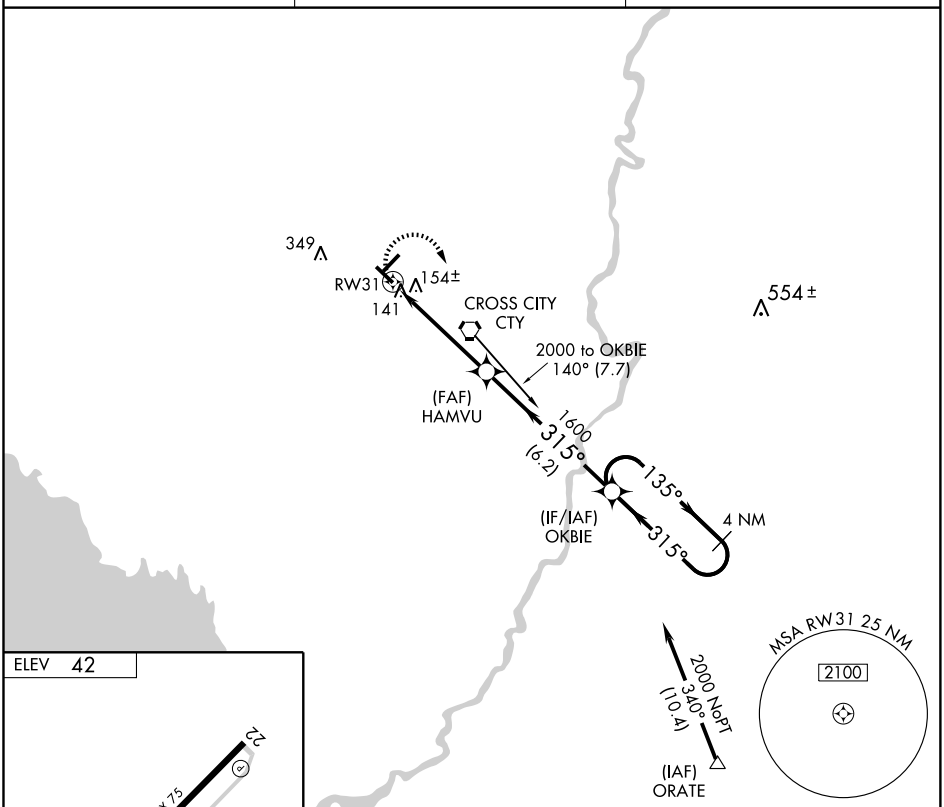
CROSS CITY (CTY)

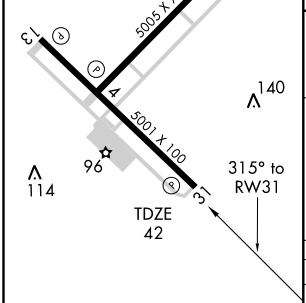
APP CRS	Rwy Idg	5001
315°	TDZE	42
	Apt Elev	42

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received, use Gainesville altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼.

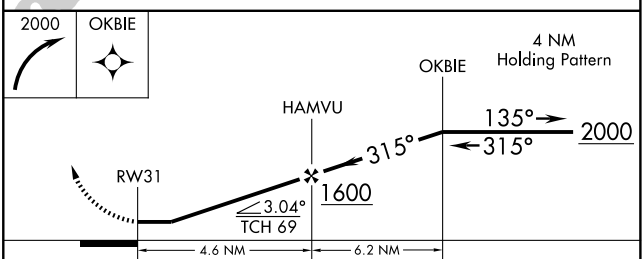
MISSED APPROACH: Climbing right turn to 2000 direct OKBIE and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L





MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	540-1 498 (500-1)		540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1 518 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

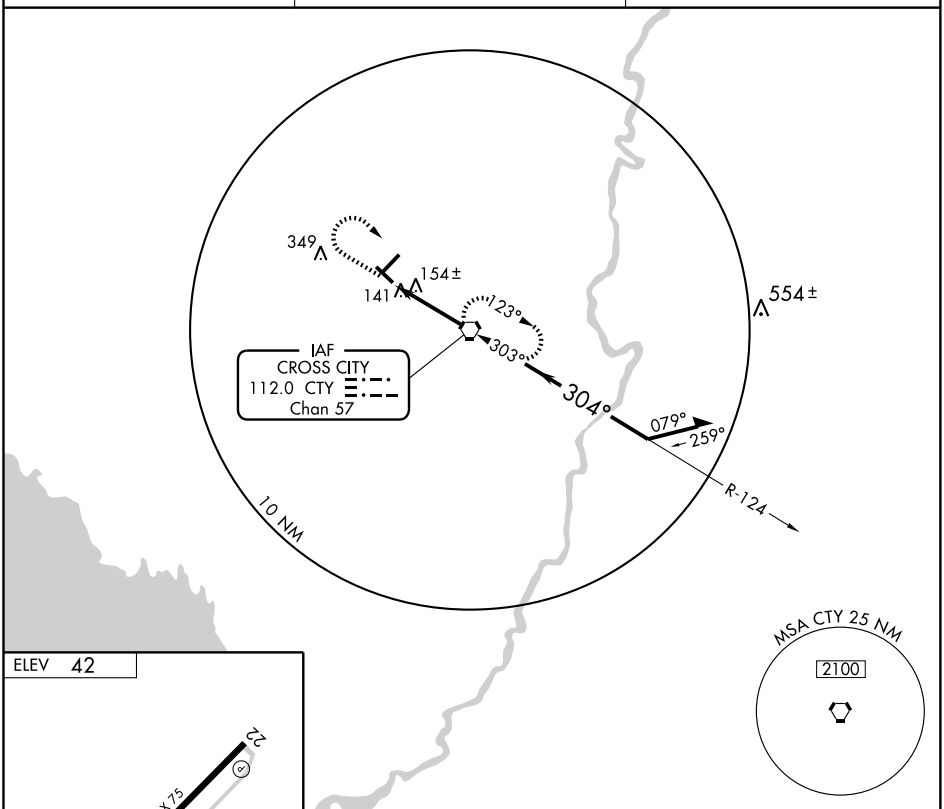
VORTAC CTY 112.0 Chan 57	APP CRS 304°	Rwy Idg 5001 TDZE 42 Apt Elev 42

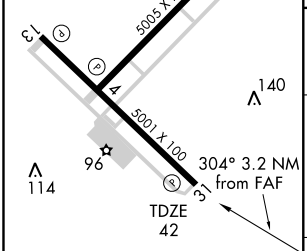
VOR RWY 31
CROSS CITY (CTY)

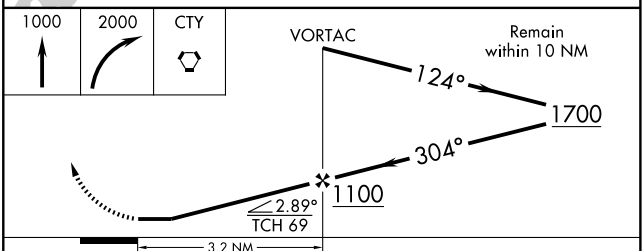
T NA — Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received use Gainesville altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L







MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
S-31	540-1 498 (500-1)		540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1 518 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010

CRYSTAL RIVER (CGC) 3 SE UTC−5(−4DT) N28°52.08′ W82°34.44′

JACKSONVILLE
L–21D, 24F
IAP

9 B S2 **FUEL** 100LL, JET A NOTAM FILE CGC

RWY 09–27: H4555X75 (ASPH) MIRL

RWY 09: REIL PAPI(P2L)—GA 3.0° TCH 44′. Road.

RWY 27: REIL. PAPI(P2R)—GA 3.0° TCH 38′. Road.

RWY 18–36: 2665X100 (TURF)

RWY 18: Thld dsplcd 192′. Building.

RWY 36: Thld dsplcd 820′. Fence.

AIRPORT REMARKS: Attended 1300–2300Z‡. Aerobatic activity along N side of Rwy 09–27 and 4 NM SW of arpt. Ctc unicom for tfc info and ST Petersburg FSS for specific times. Rwy 18–36 dsplcd thld marked with green pipes. Buildings and fence 40′ from centerline both sides of displaced threshold. Rwy 18–36 marked with white pipes every 200′. Glider ops within 25 NM. ACTIVATE MIRL Rwy 09–27, REIL Rwys 09 and 27—CTAF.

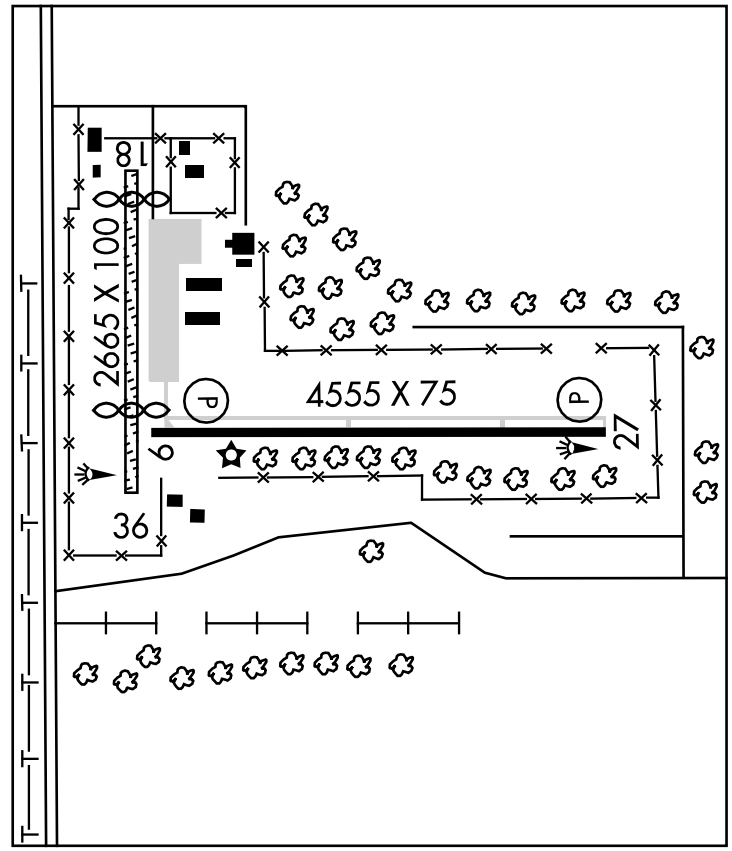
WEATHER DATA SOURCES: AWOS–3 118.325 (352) 563–6600.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **JACKSONVILLE APP/DEP CON** 118.6

RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.

OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′ 225° 26.0 NM to fld. 80/00E.



CYPRESS N26°09.21′ W81°46.69′ NOTAM FILE APF.

MIAMI
H–8H, L–21D, 23B

(T) VORW/DME 108.6 CYY Chan 23 at Naples Muni. 9/03W.

DME unusable: 215°–315°.

DADE–COLLIER TRAINING AND TRANSITION (See MIAMI)

DAVIE N26°04.34′ W80°14.69′

MIAMI
L–23A, A

RCO 126.7 (MIAMI RADIO)

APP CRS	Rwy Idg	4555
095°	TDZE	9
	Apt Elev	9

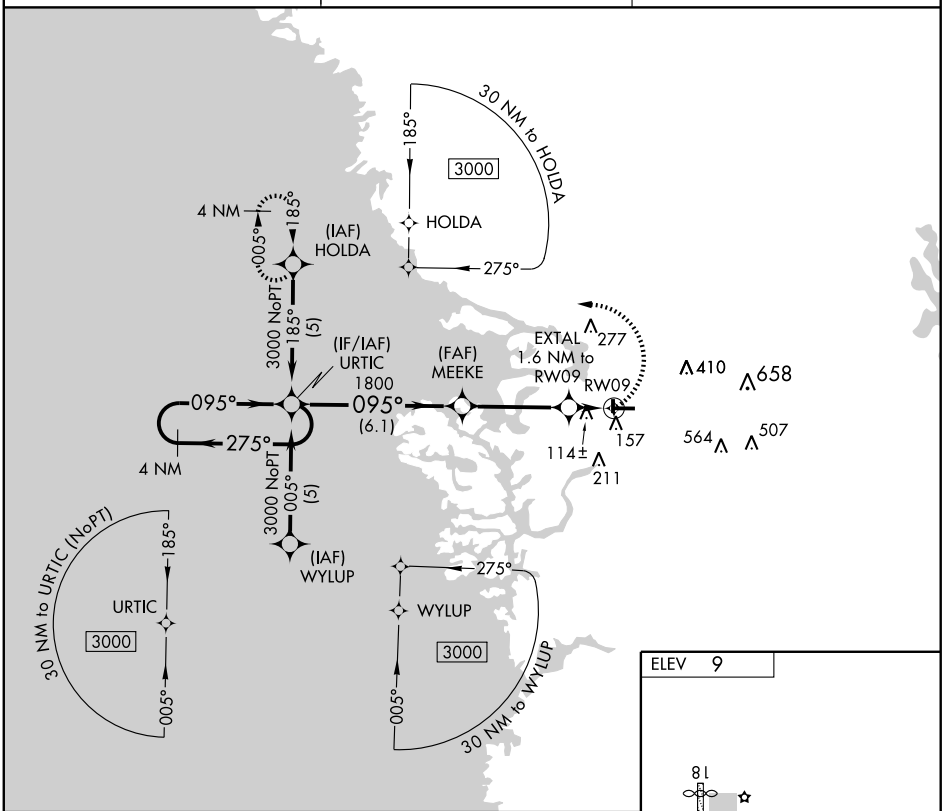
RNAV (GPS) RWY 9

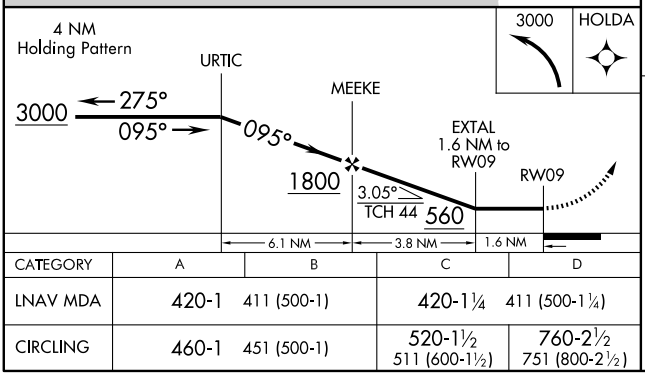
CRYSTAL RIVER (CGC)

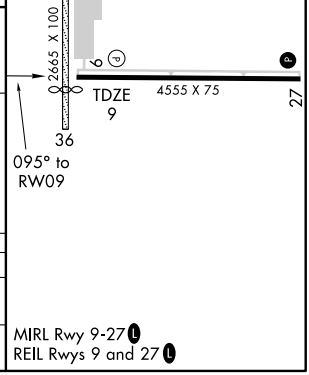
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct HOLDA and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1	411 (500-1)	420-1¼	411 (500-1¼)
CIRCLING	460-1	451 (500-1)	520-1½ 511 (600-1½)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4555
276°	TDZE	8
	Apt Elev	9

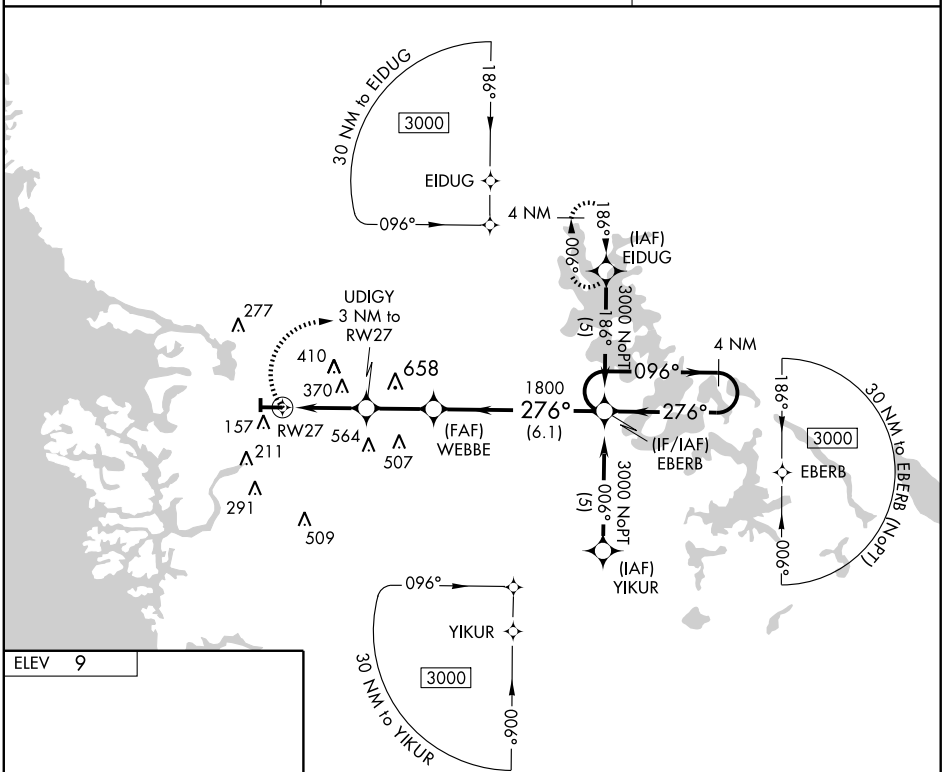
RNAV (GPS) RWY 27

CRYSTAL RIVER (CGC)

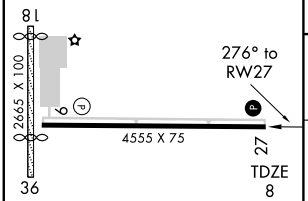
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat B, C and D visibility ¼ mile.

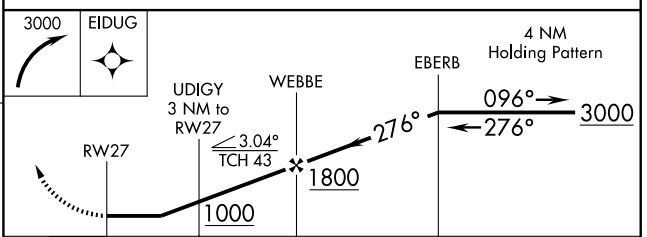
MISSED APPROACH: Climbing right turn to 3000 direct EIDUG and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L



ELEV 9





CATEGORY	A	B	C	D
LNAV MDA	680-1	672 (700-1)	680-2 672 (700-2)	680-2¼ 672 (700-2¼)
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

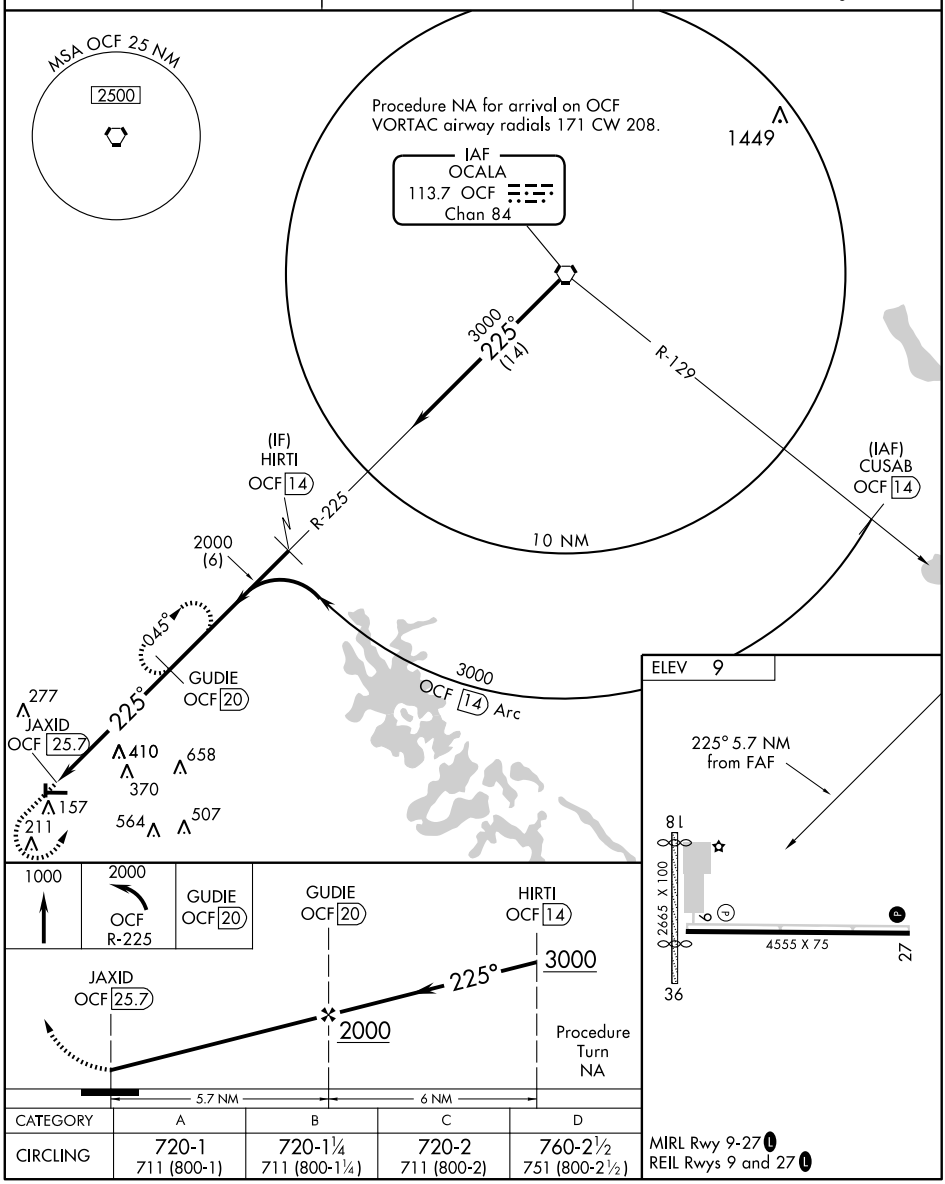
VORTAC OCF 113.7 Chan 84	APP CRS 225°	Rwy Idg N/A TDZE N/A Apt Elev 9

VOR/DME-A
CRYSTAL RIVER (CGC)

When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase Cat C and D visibility ¼ mile.
Circling to Rwy 18-36 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via OCF VORTAC R-225 to GUDIE/20 DME and hold.

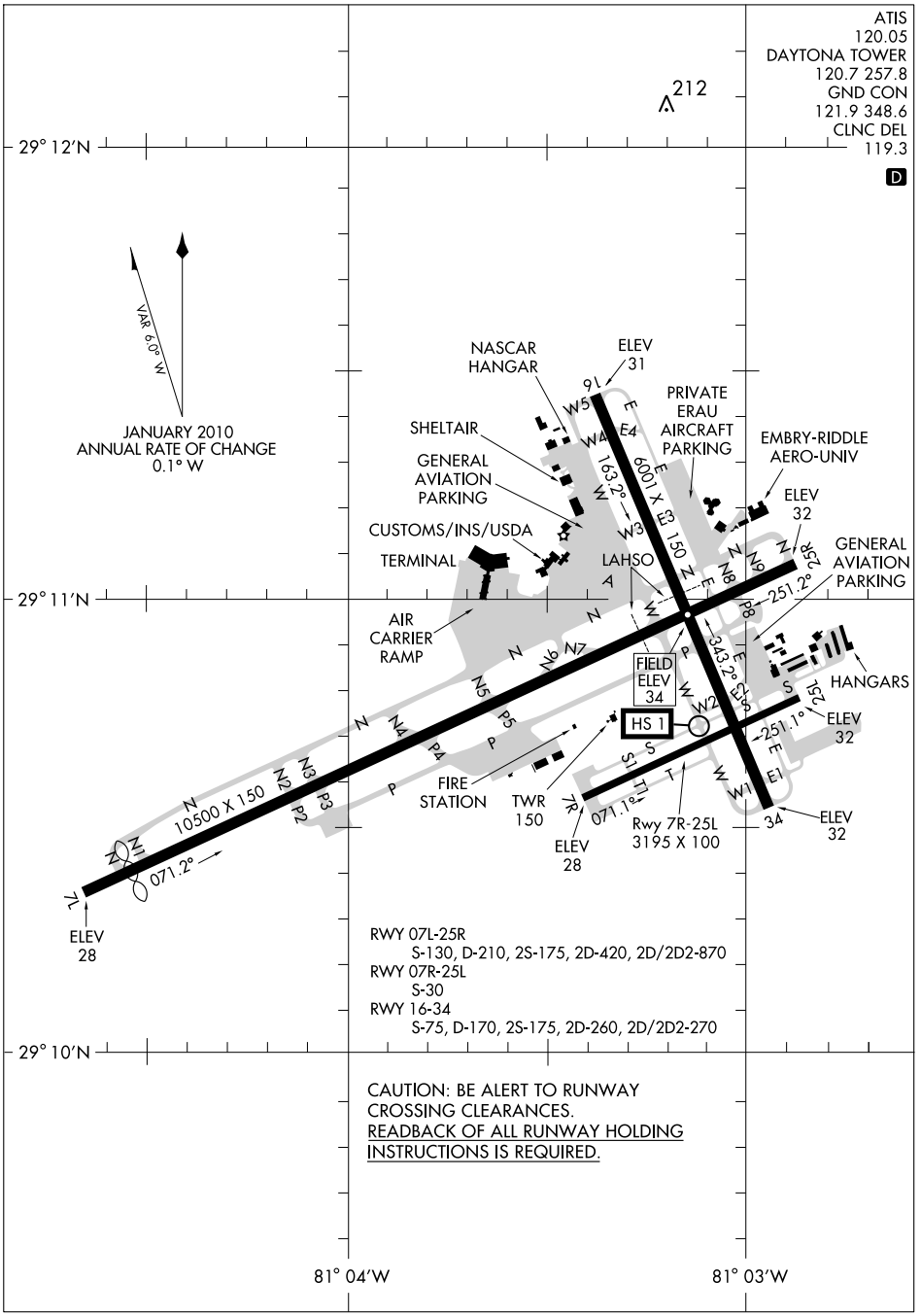
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	720-1 711 (800-1)	720-1¼ 711 (800-1¼)	720-2 711 (800-2)	760-2½ 751 (800-2½)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010

DAYTONA BEACH INTL (DAB) 3 SW UTC−5(−4DT) N29°10.80′ W81°03.48′

JACKSONVILLE
H–8H, L–21D, 24G
IAP, AD

34 B S4 **FUEL** 100LL, JET A OX 1,2 TPA—See Remarks Class I, ARFF Index C
NOTAM FILE DAB

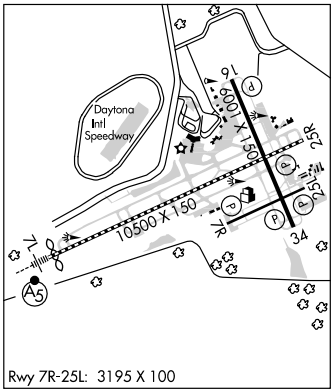
RWY 07L–25R: H10500X150 (ASPH–GRVD) S–130, D–210, 2S–175, 2D–420, 2D/2D2–870 HIRL CL
RWY 07L: MALSR. TDZL. Thld dsplcd 690′.
RWY 25R: REIL. PAPI(P4L)—GA 3.0° TCH 71′. Rgt tfc.
RWY 16–34: H6001X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–260, 2D/2D2–270 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Road.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 07R–25L: H3195X100 (ASPH) S–30 MIRL
RWY 07R: PAPI(P2L)—GA 2.86° TCH 40′. Trees. Rgt tfc.
RWY 25L: PAPI(P2L)—GA 2.86° TCH 32′. Ground.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07L	TWY W	7500
RWY 16	07L–25R	2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L:	TORA–10500	TODA–10500	ASDA–10500	LDA–9800
RWY 07R:	TORA–3195	TODA–3195	ASDA–3195	LDA–3195
RWY 16:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001
RWY 25L:	TORA–3195	TODA–3195	ASDA–3195	LDA–3195
RWY 25R:	TORA–9800	TODA–10500	ASDA–10300	LDA–10300
RWY 34:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001

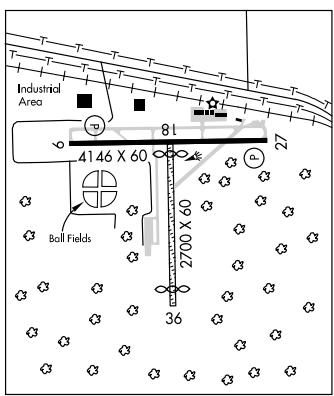


AIRPORT REMARKS: Attended continuously. Heavy migratory bird activity on and invof arpt. Extensive flight training on and invof arpt. TPA— light acft 999(965) high performance acft 1399(1365). Twy N northwest of Rwy 7L and northeast of Rwy 25R can be mistaken for the rwy and approach environment. East end of Twy S is non-movement area. Rwy 07R–25L non–air carrier acft only.
WEATHER DATA SOURCES: ASOS (386) 253–7469. LLWAS.
COMMUNICATIONS: ATIS 120.05 **UNICOM** 122.95
Ⓡ **APP CON** 125.72 (8000′–11000′) 118.85 (N 4000′–7500′) 127.075 (S 4000′–7500′) 125.8 (N 3500′ and blo) 125.35 (S 3500′ and blo)
TOWER 120.7 118.1 **GND CON** 121.9 **CLNC DEL** 119.3
Ⓡ **DEP CON** 123.9
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 159° 7.9 NM to fld. 19/00E.
TOMOK NDB (LOM) 263 DA N29°08.66′ W81°08.87′ 071° 5.2 NM to fld. NOTAM FILE DAB.
ILS 109.7 I–DAB Rwy 07L. CLASS IA. LOM TOMOK NDB.
ASR

DEFUNIAK SPRINGS (54J) 2 W UTC−6(−5DT) N30°43.87′ W86°09.23′

NEW ORLEANS
L–21C, 22H
IAP

289 B S4 **FUEL** 100LL, JET A, A1 NOTAM FILE GNV
RWY 09–27: H4146X60 (ASPH) S–20 MIRL
RWY 09: PAPI(P2L). Tree. **RWY 27:** PAPI(P2L). Tree.
RWY 18–36: 2700X60 (DIRT)
RWY 18: Thld dsplcd 165′. P–line.
RWY 36: Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Attended 1400–0000Z‡. Self serve fuel avbl with credit card after hours. Rwy 18 dsplcd thld marked with 3 tires 5′ apart perpendicular to dsplcd thld. Rwy 18–36 marked with tires painted white every 200′. Trees obstruct line of sight between thlds Rwy 09 and Rwy 36 and between thlds Rwy 27 and Rwy 36. First 900′ of Rwy 09 slopes upward causing line of sight obstruction between thlds Rwy 09 and Rwy 27. First 900′ of Rwy 09 in good condition, remainder fair. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EGLIN APP/DEP CON** 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 099° 27.7 NM to fld. 255/03E. **HIWAS.**



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DAB	APP CRS	Rwy Idg	9800
109.7	070°	TDZE	30
		Apt Elev	34

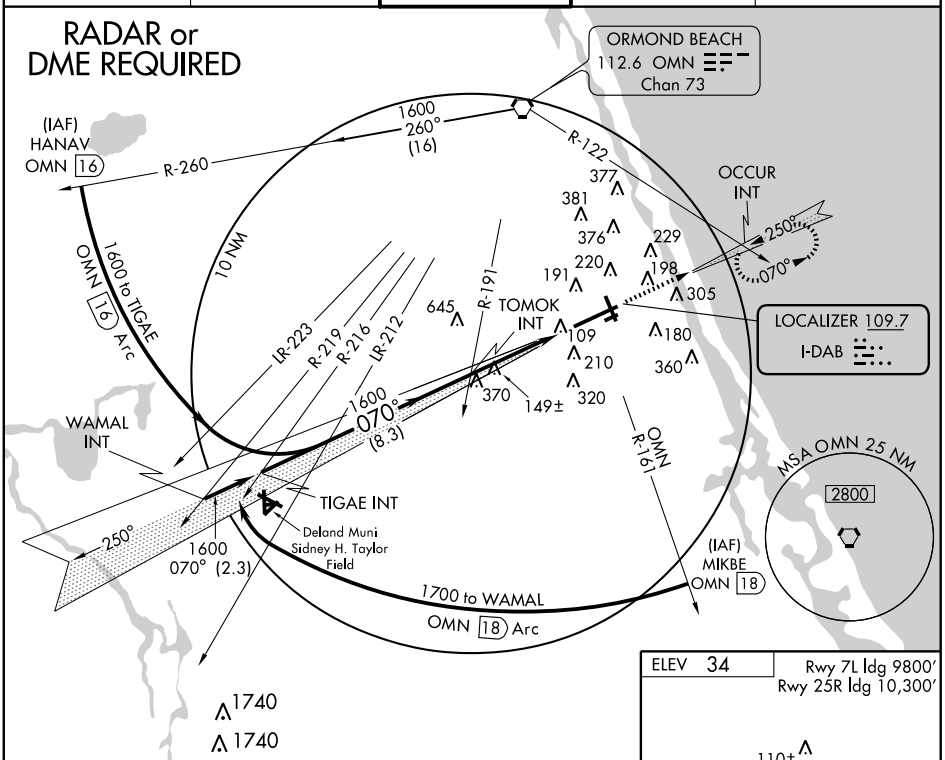
ILS or LOC RWY 7L
DAYTONA BEACH INTL (DAB)

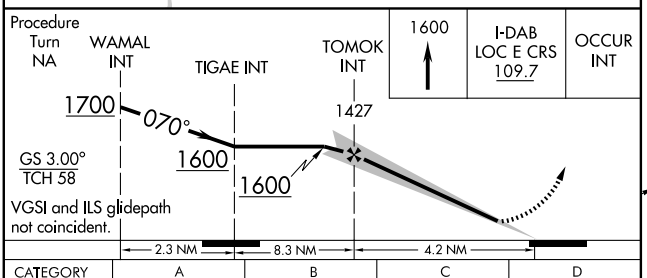
ASR — If local altimeter setting not received, use Ormond Beach altimeter setting and increase DA to 274 feet and all MDAs 20 feet. Inoperative table does not apply to S-ILS 7L. For inoperative MALSR increase S-LOC 7L Cats A, B, and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

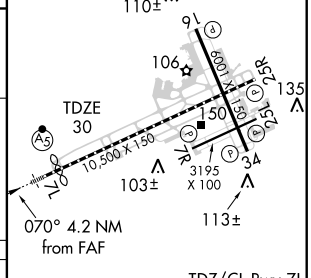
MISSED APPROACH: Climb to 1600 via I-DAB East course to OCCUR Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
S-ILS 7L	230/40 200 (200-¾)			
S-LOC 7L	400/40 370 (400-¾)			
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

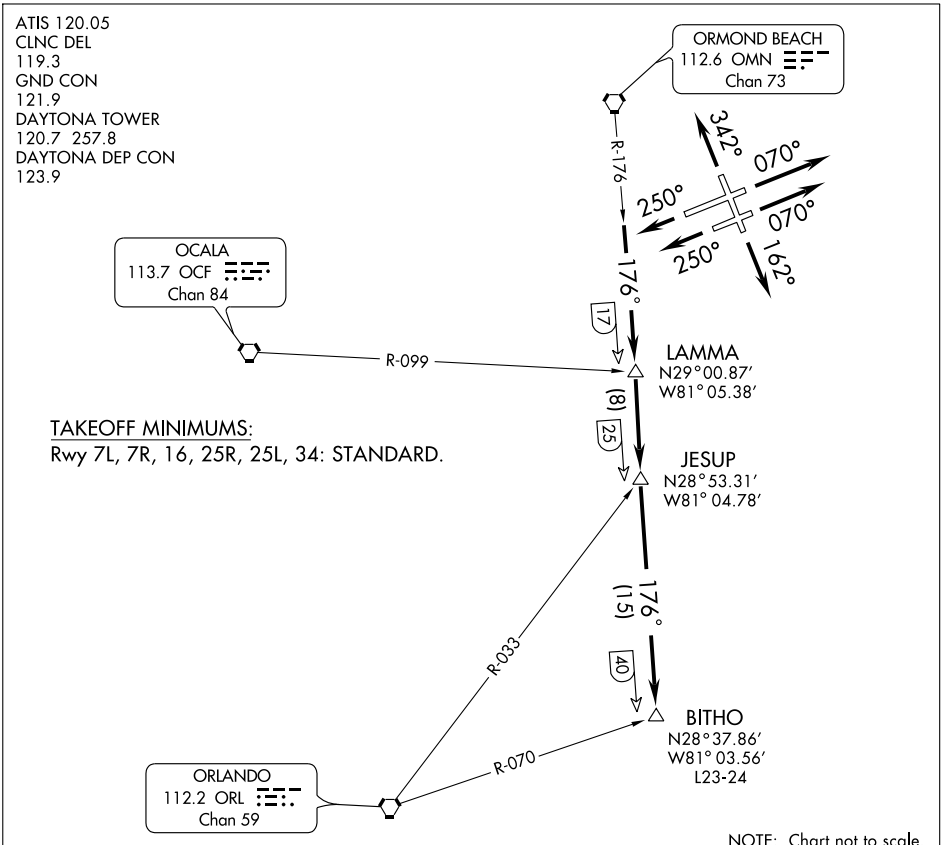
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LAMMA FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept OMN R-176 to BITHO INT, then via assigned route. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-DAB	APP CRS	Rwy Idg	10300
109.7	250°	TDZE	34
		Apt Elev	34

LOC BC RWY 25R
DAYTONA BEACH INTL (DAB)

ASR

If local altimeter setting not received, use Ormond Beach altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1700 via I-DAB west course to TOMOK Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

SE-3, 23 SEP 2010 to 21 OCT 2010

1249

(IAF) JODAB OMN 15

BACK COURSE
DME or RADAR REQUIRED

10 NM

R-342

ORMOND BEACH
112.6 OMN
Chan 73

2700 068° (15)

OMN 15 Arc 2800 to CUKNU

MSA OMN 25 NM
2800

(IAF) CUKNU OMN 15

R-068

OMN 15 Arc 2700 to RINEE Int

WISPO INT

LR-089

OMN R-091

070°

R-097

OMN LR-098

LOCALIZER 109.7
I-DAB

BANNR INT/RADAR

OCCUR INT

377 381 376 229 220 198 191 305 180 109 210 320 360 645

OMN R-122

1600 250° (7.6)

RINEE INT

2700 250° (3.4)

OMN R-191

OMN R-134

250° 070°

TOMOK INT

OMN R-161

(IAF) MIKBE OMN 18

2800 to WISPO Int OMN 18 Arc

ELEV 34
Rwy 7L ldg 9800'
Rwy 25R ldg 10,300'

250° 5 NM from FAF

TDZE 34

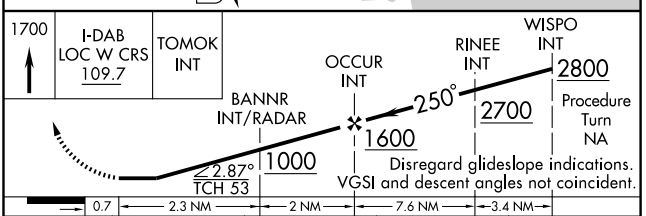
10,500 X 150

3195 X 100

110± 106 103± 113±

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

1700 | I-DAB LOC W CRS 109.7 | TOMOK INT



CATEGORY	A	B	C	D
S-25R	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

29° 11'N-81° 03'W

DAYTONA BEACH INTL (DAB)
LOC BC RWY 25R

APP CRS	Rwy Idg	3195
070°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 7R

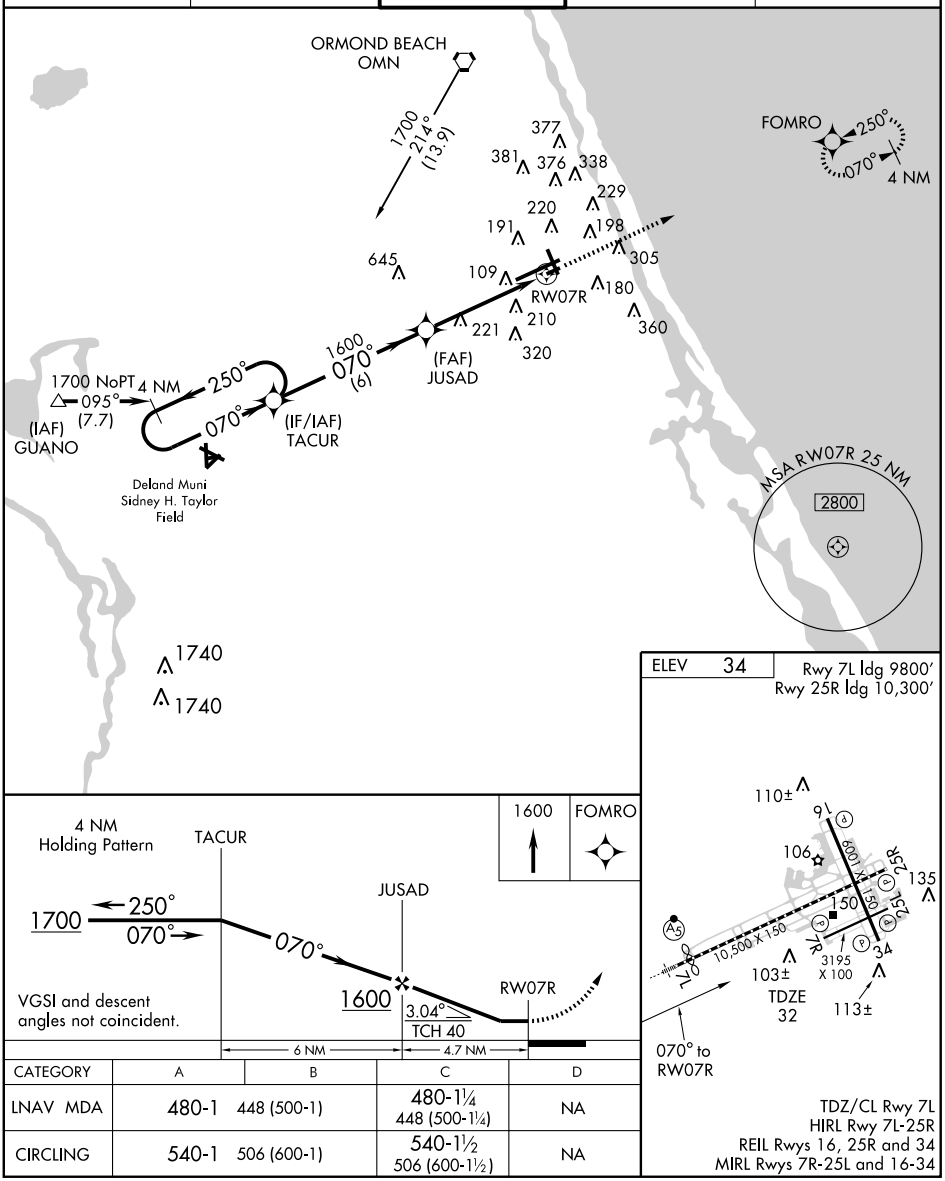
DAYTONA BEACH INTL (DAB)

NA
ASR

Circling NA at night to Rwy 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3



CATEGORY	A	B	C	D
LNAV MDA	480-1	448 (500-1)	480-1¼ 448 (500-1¼)	NA
CIRCLING	540-1	506 (600-1)	540-1½ 506 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6001
CH 45529	162°	TDZE	33
W16A		Apt Elev	34

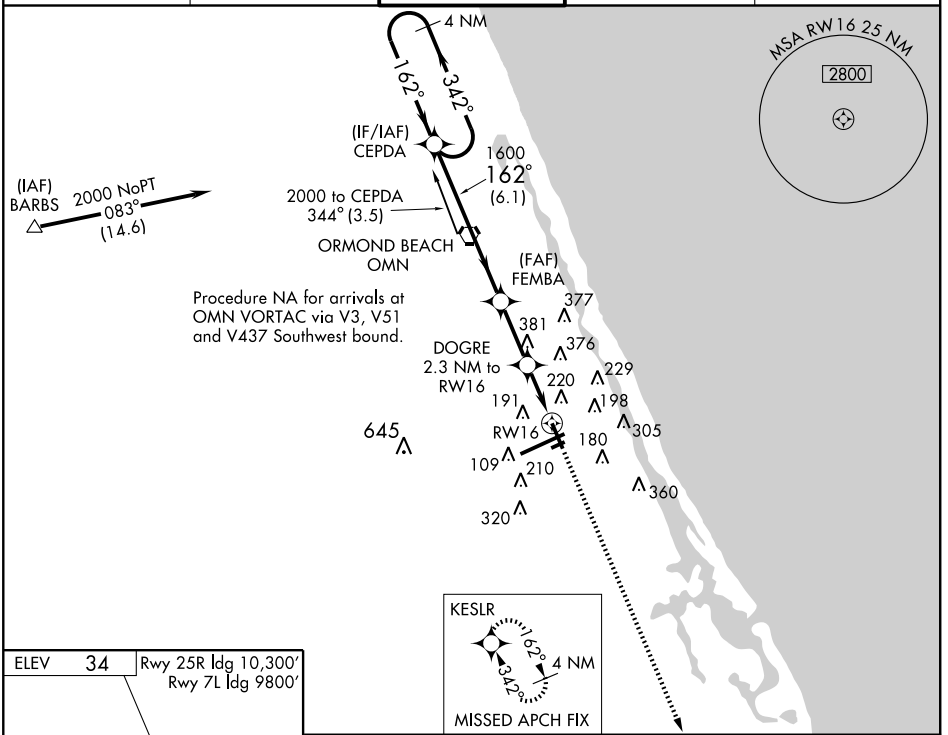
RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

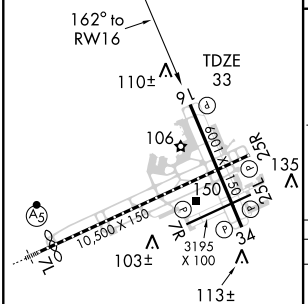
ASR

When VGSI Inop, Circling Rwys 7R-25L and 34 NA at night. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

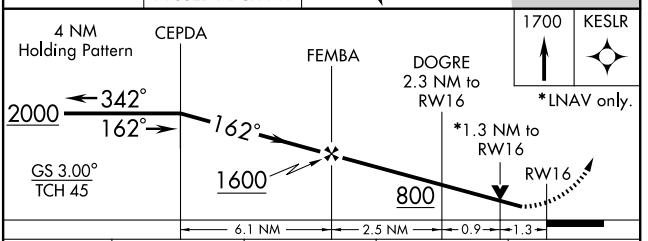
MISSED APPROACH: Climb to 1700 direct KESLR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LPV DA	358-1¼ 325 (400-1¼)			
LNAV/VNAV DA	479-1½ 446 (500-1½)			
LNAV MDA	500-1 467 (500-1)		500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
CIRCLING	540-1½ 506 (600-1½)			620-2 586 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3195
250°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 25L

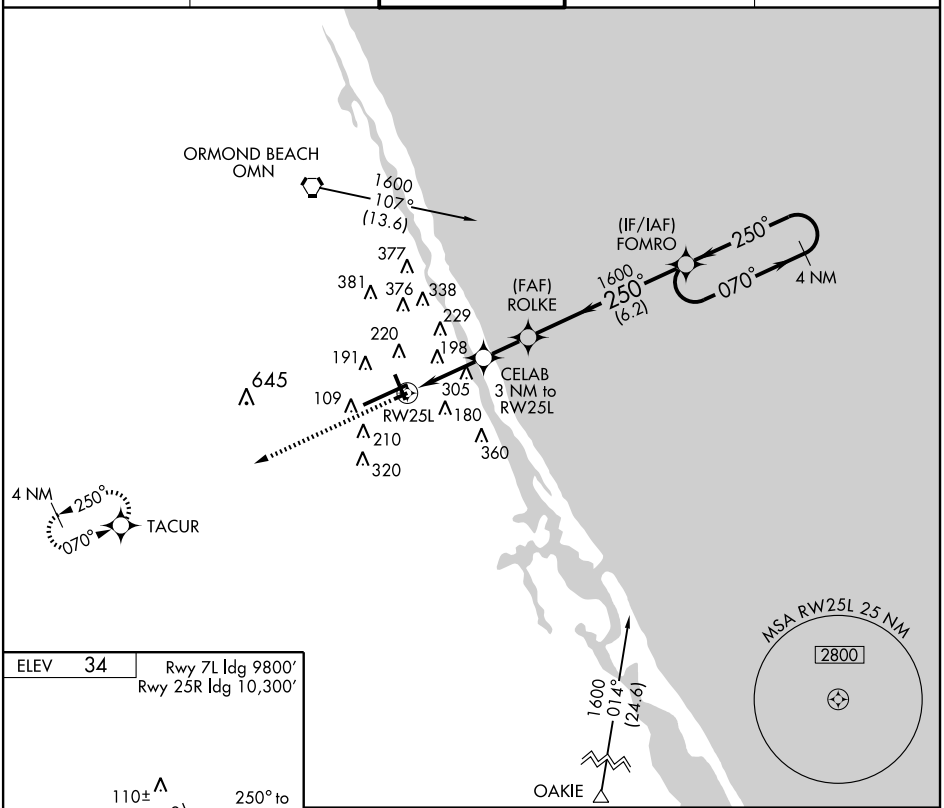
DAYTONA BEACH INTL (DAB)

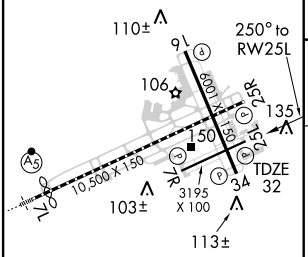
ASR

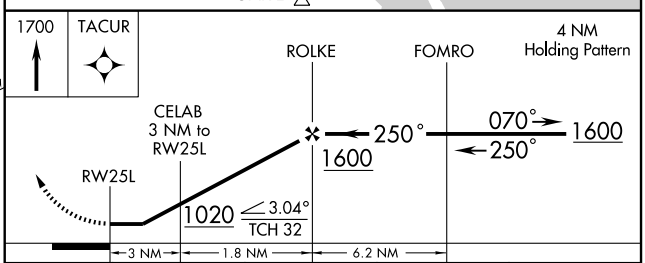
When VGSI inop, Circling Rwy 7R and 34 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	560-1 528 (600-1)		560-1½ 528 (600-1½)	NA
CIRCLING	560-1 526 (600-1)		560-1½ 526 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

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WAAS	APP CRS	Rwy Idg	10300
CH 70327	250°	TDZE	34
W25A		Apt Elev	34

RNAV (GPS) RWY 25R

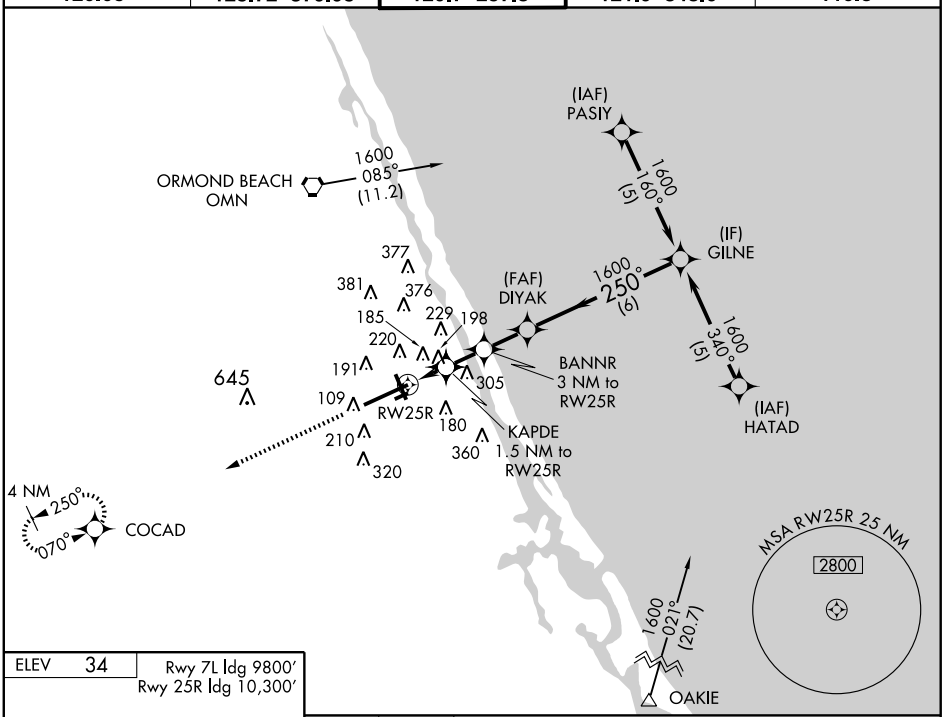
DAYTONA BEACH INTL (DAB)

ASR

When VGSI inop, Circling Rwy 7R, 25L, and 34 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F).
DME/DME RNP-0.3 NA..

MISSED APPROACH: Climb to 1700 direct COCAD and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

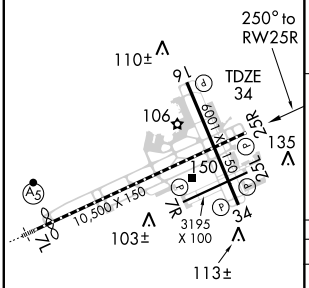


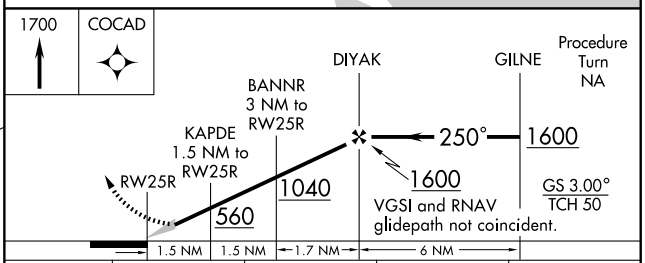
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ELEV 34

Rwy 7L ldg 9800'
Rwy 25R ldg 10,300'





CATEGORY	A	B	C	D
LPV DA	308-1 274 (300-1)			
LNAV/VNAV DA	485-1½ 451 (500-1½)			
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

APP CRS	Rwy Idg	6001
342°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 34

DAYTONA BEACH INTL (DAB)

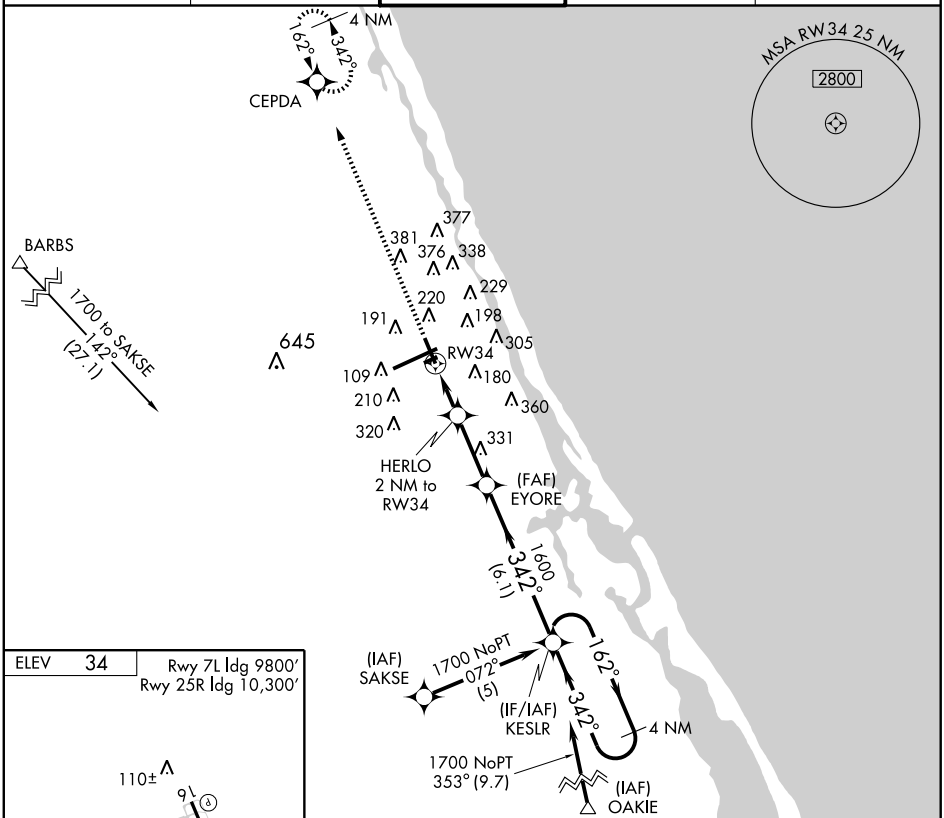
NA
ASR

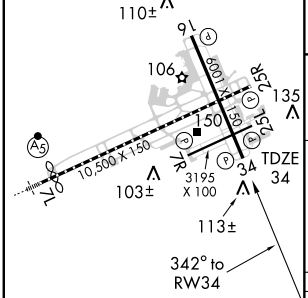
Circling NA at night to Rwy 7R, 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

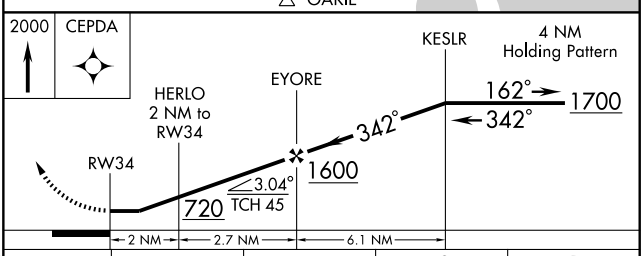
MISSED APPROACH: Climb to 2000 direct CEPDA WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

SE-3, 23 SEP 2010 to 21 OCT 2010







CATEGORY	A	B	C	D
LNAV MDA	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

29° 11'N-81° 03'W

APP CRS	Rwy Idg	9800
070°	TDZE	30
	Apt Elev	34

RNAV (GPS) Y RWY 7L

DAYTONA BEACH INTL (DAB)

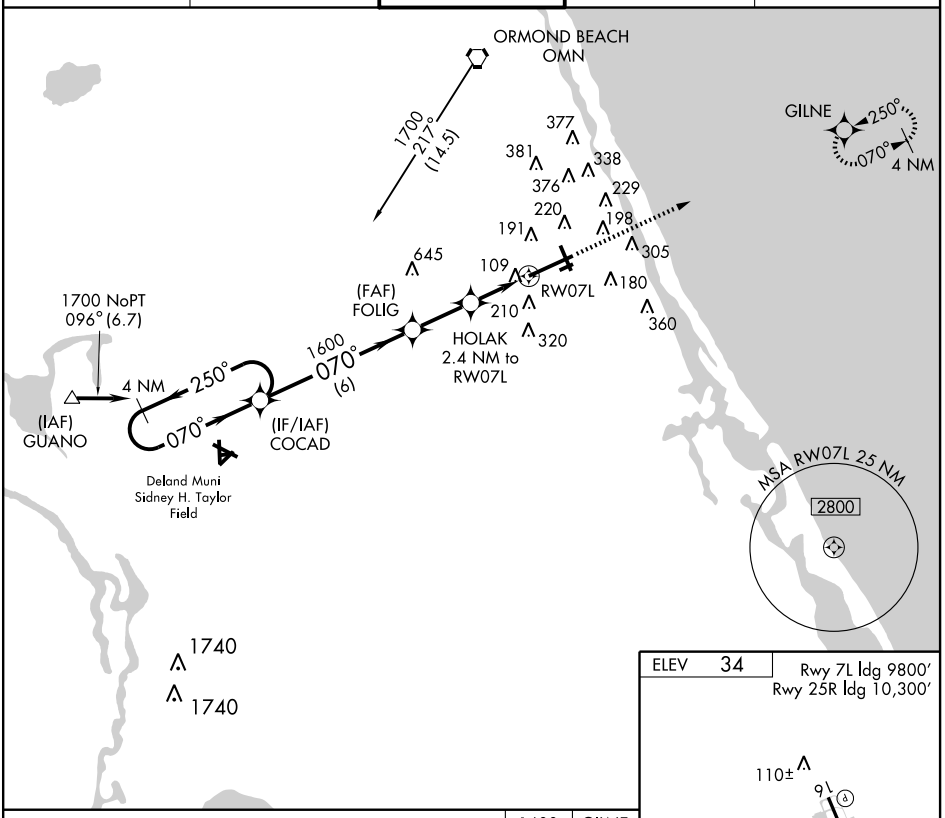
NA
ASR

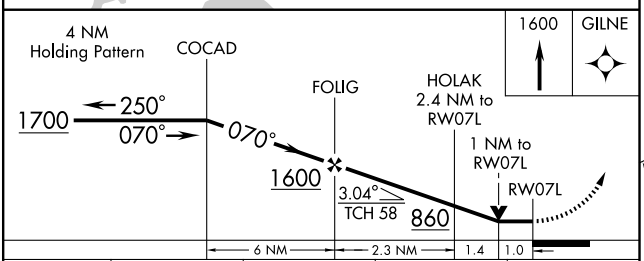
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 07R/25L.
For inoperative MALSR, increase LNAV Cats A/B/C visibility to RVR 5000 and Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR

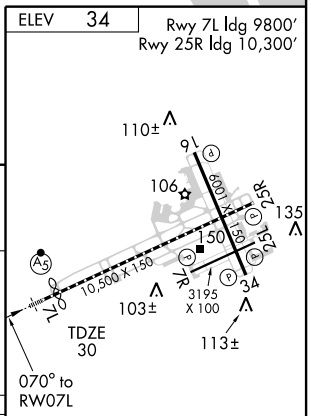
MISSED APPROACH: Climb to 1600 direct GILNE WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	420/40 390 (400-¾)			420/50 390 (400-1)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwys 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	9800
CH 45500	070°	TDZE	30
W07LA		Apt Elev	34

RNAV (GPS) Z RWY 7L

DAYTONA BEACH INTL (DAB)

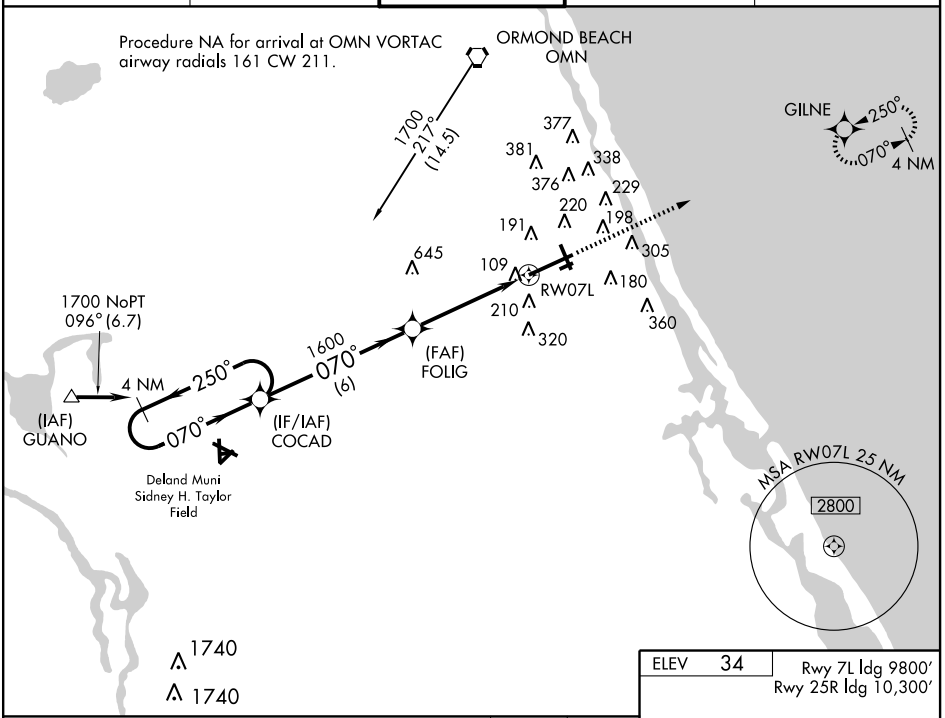
NA ASR

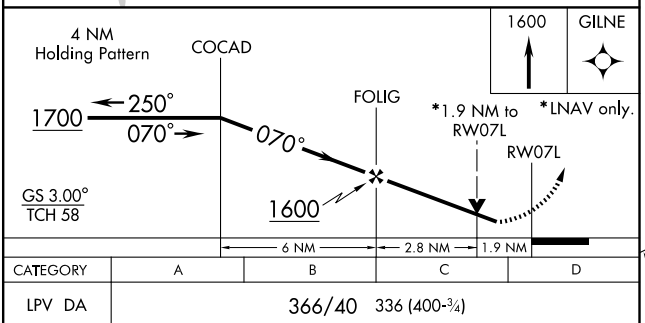
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 7R, 25L. For inoperative MALSR, increase LPV all Cats and LNAV Cats A/B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

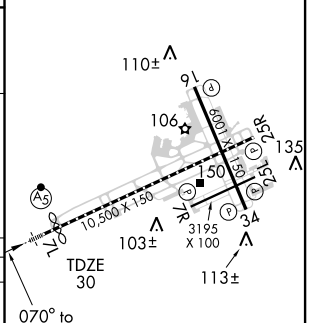
MISSED APPROACH: Climb to 1600 direct GILNE and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	366/40	336 (400-¾)		
LNAV/VNAV DA	480/50	450 (500-1)		
LNAV MDA	680/40	650 (700-¾)	680/60 650 (700-1¼)	680-1½ 650 (700-1½)
CIRCLING	680-1	646 (700-1)	680-1¾ 646 (700-1¾)	680-2 646 (700-2)



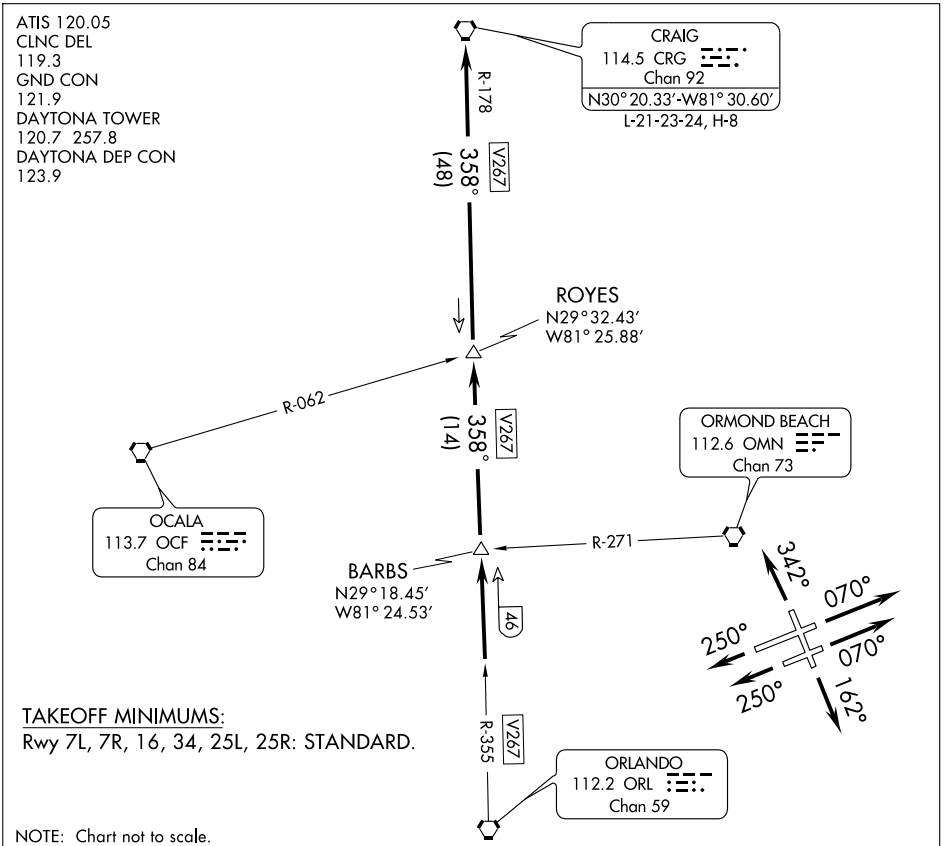
TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ROYES FIVE DEPARTURE

SL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC.
Thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC.
Thence . . . .

. . . . Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL.

RWY 7R: Tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL.

RWY 16: Multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL.

RWY 25L: Multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL.

RWY 25R: Multiple trees, signs and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/ 107' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

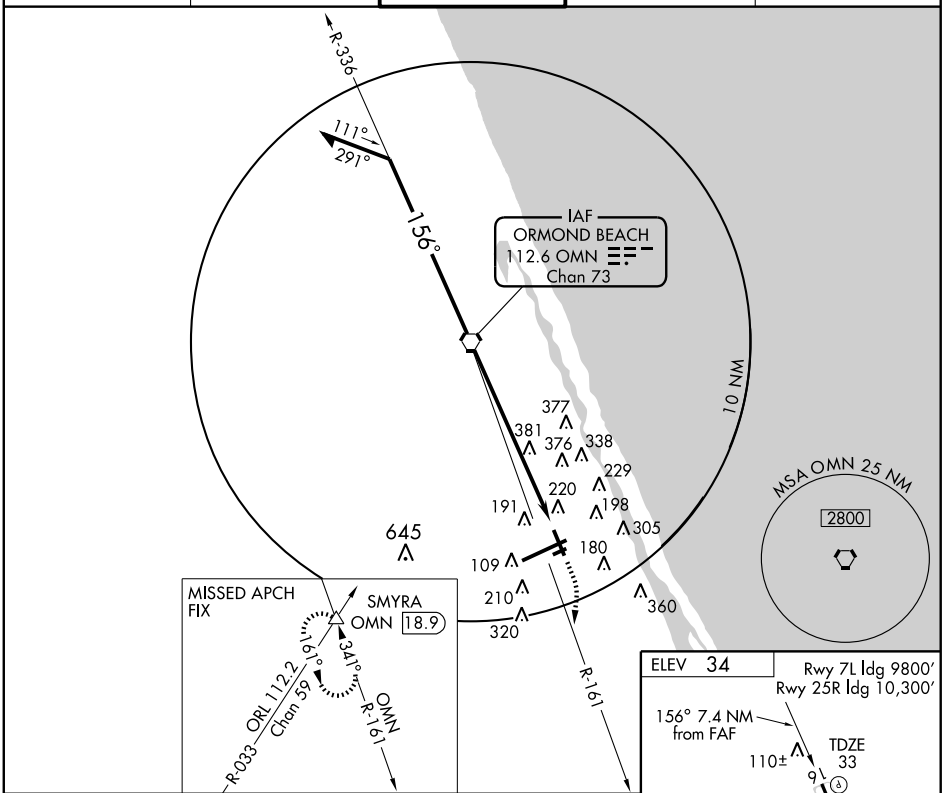
VORTAC OMN 112.6 Chan 73	APP CRS 156°	Rwy Idg 6001 TDZE 33 Apt Elev 34

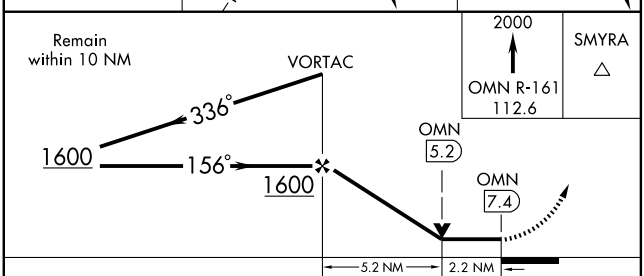
VOR RWY 16
DAYTONA BEACH INTL (DAB)

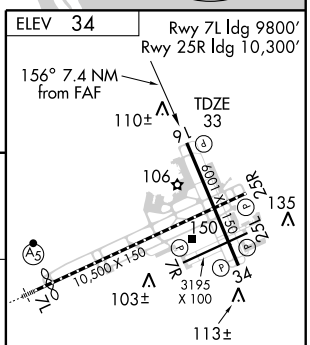
ASR

MISSED APPROACH: Climb to 2000 via OMN R-161 to SMYRA Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
S-16	760-1 727 (800-1)		760-2 727 (800-2)	760-2¼ 727 (800-2¼)
CIRCLING	760-1 726 (800-1)		760-2 726 (800-2)	760-2¼ 726 (800-2¼)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DAYTONA BEACH INTL (DAB) 3 SW UTC−5(−4DT) N29°10.80′ W81°03.48′

JACKSONVILLE
H–8H, L–21D, 24G
IAP, AD

34 B S4 **FUEL** 100LL, JET A OX 1,2 TPA—See Remarks Class I, ARFF Index C
NOTAM FILE DAB

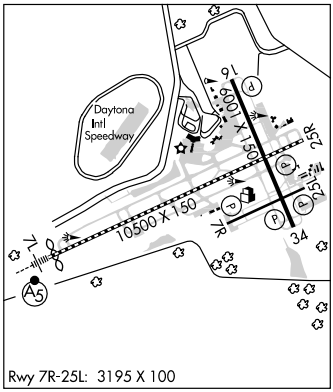
RWY 07L–25R: H10500X150 (ASPH–GRVD) S–130, D–210, 2S–175, 2D–420, 2D/2D2–870 HIRL CL
RWY 07L: MALSR. TDZL. Thld dsplcd 690′.
RWY 25R: REIL. PAPI(P4L)—GA 3.0° TCH 71′. Rgt tfc.
RWY 16–34: H6001X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–260, 2D/2D2–270 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Road.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 07R–25L: H3195X100 (ASPH) S–30 MIRL
RWY 07R: PAPI(P2L)—GA 2.86° TCH 40′. Trees. Rgt tfc.
RWY 25L: PAPI(P2L)—GA 2.86° TCH 32′. Ground.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07L	TWY W	7500
RWY 16	07L–25R	2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L:	TORA–10500	TODA–10500	ASDA–10500	LDA–9800
RWY 07R:	TORA–3195	TODA–3195	ASDA–3195	LDA–3195
RWY 16:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001
RWY 25L:	TORA–3195	TODA–3195	ASDA–3195	LDA–3195
RWY 25R:	TORA–9800	TODA–10500	ASDA–10300	LDA–10300
RWY 34:	TORA–6001	TODA–6001	ASDA–6001	LDA–6001

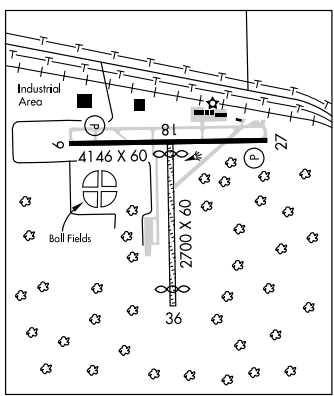


AIRPORT REMARKS: Attended continuously. Heavy migratory bird activity on and invof arpt. Extensive flight training on and invof arpt. TPA— light acft 999(965) high performance acft 1399(1365). Twy N northwest of Rwy 7L and northeast of Rwy 25R can be mistaken for the rwy and approach environment. East end of Twy S is non-movement area. Rwy 07R–25L non–air carrier acft only.
WEATHER DATA SOURCES: ASOS (386) 253–7469. LLWAS.
COMMUNICATIONS: ATIS 120.05 **UNICOM** 122.95
Ⓡ **APP CON** 125.72 (8000′–11000′) 118.85 (N 4000′–7500′) 127.075 (S 4000′–7500′) 125.8 (N 3500′ and blo) 125.35 (S 3500′ and blo)
TOWER 120.7 118.1 **GND CON** 121.9 **CLNC DEL** 119.3
Ⓡ **DEP CON** 123.9
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 159° 7.9 NM to fld. 19/00E.
TOMOK NDB (LOM) 263 DA N29°08.66′ W81°08.87′ 071° 5.2 NM to fld. NOTAM FILE DAB.
ILS 109.7 I–DAB Rwy 07L. CLASS IA. LOM TOMOK NDB.
ASR

DEFUNIAK SPRINGS (54J) 2 W UTC−6(−5DT) N30°43.87′ W86°09.23′

NEW ORLEANS
L–21C, 22H
IAP

289 B S4 **FUEL** 100LL, JET A, A1 NOTAM FILE GNV
RWY 09–27: H4146X60 (ASPH) S–20 MIRL
RWY 09: PAPI(P2L). Tree. **RWY 27:** PAPI(P2L). Tree.
RWY 18–36: 2700X60 (DIRT)
RWY 18: Thld dsplcd 165′. P–line.
RWY 36: Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Attended 1400–0000Z‡. Self serve fuel avbl with credit card after hours. Rwy 18 dsplcd thld marked with 3 tires 5′ apart perpendicular to dsplcd thld. Rwy 18–36 marked with tires painted white every 200′. Trees obstruct line of sight between thlds Rwy 09 and Rwy 36 and between thlds Rwy 27 and Rwy 36. First 900′ of Rwy 09 slopes upward causing line of sight obstruction between thlds Rwy 09 and Rwy 27. First 900′ of Rwy 09 in good condition, remainder fair. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **EGLIN APP/DEP CON** 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 099° 27.7 NM to fld. 255/03E. **HIWAS.**



RNAV (GPS) RWY 9

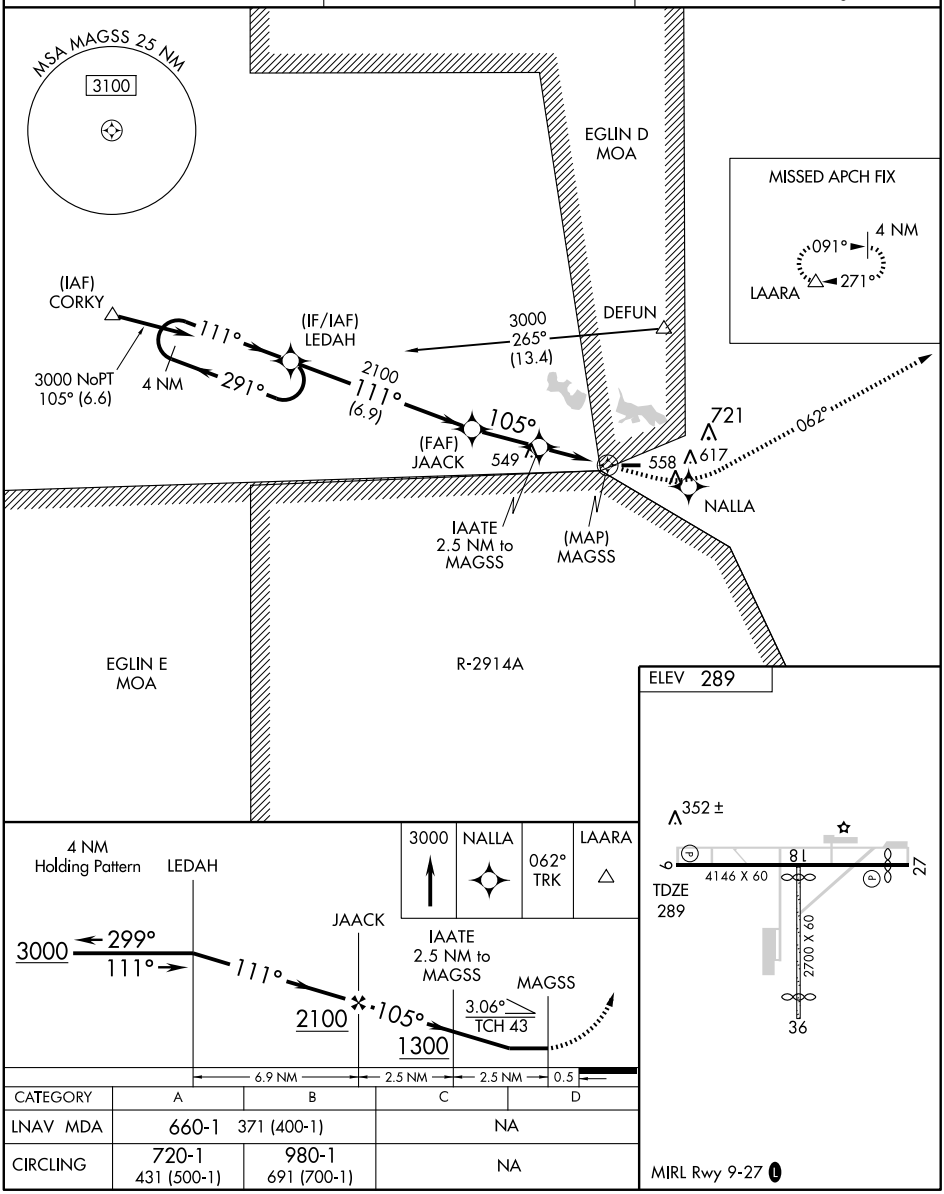
DEFUNIAK SPRINGS (54J)

APP CRS	Rwy Idg	4146
105°	TDZE	289
	Apt Elev	289

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NALLA and via 062° track to LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1	371 (400-1)	NA	
CIRCLING	720-1 431 (500-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3541
270°	TDZE	286
	Apt Elev	289

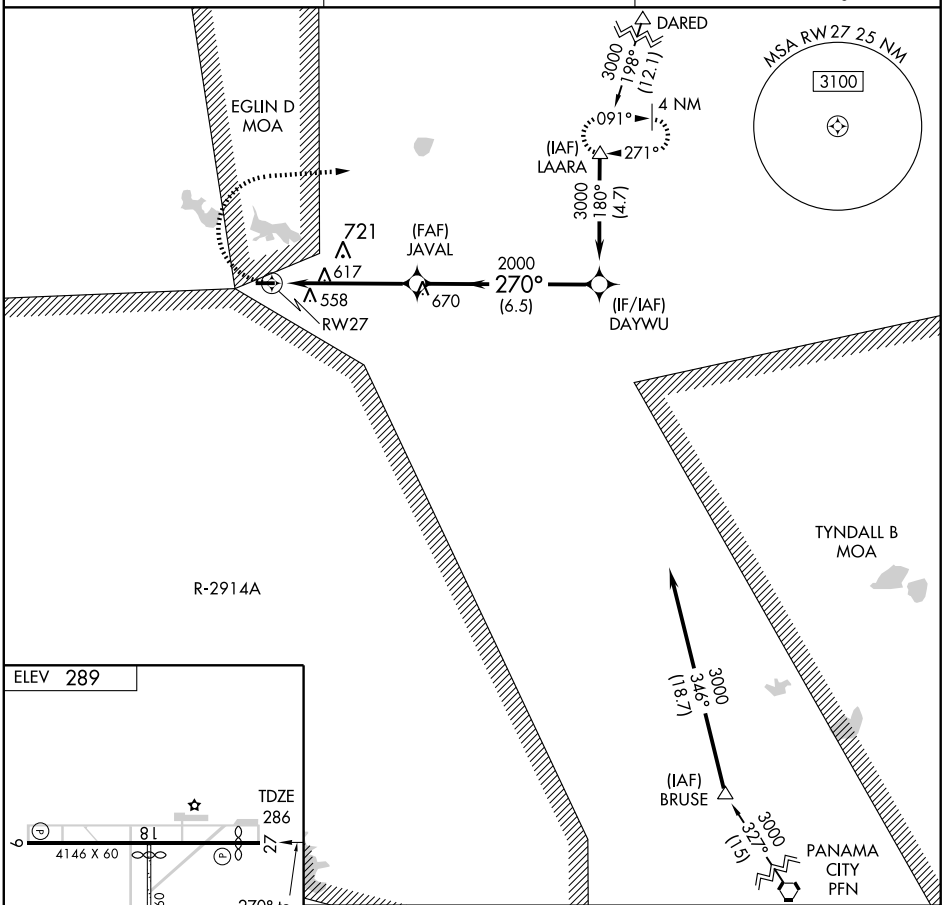
RNAV (GPS) RWY 27

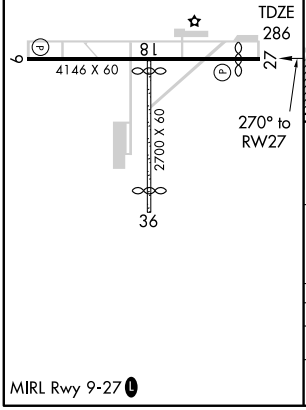
DEFUNIAK SPRINGS (54J)

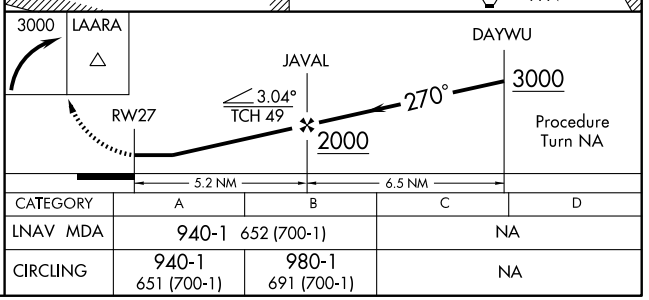
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 652 (700-1)		NA	
CIRCLING	940-1 651 (700-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DELAND

BOB LEE FLIGHT STRIP (1J6) 4 N UTC−5(−4DT) N29°06.25′ W81°18.85′ JACKSONVILLE

94 S4 NOTAM FILE PIE

RWY 09–27: 3300X72 (TURF)

RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 800′. Fence. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 09–27 trees in both apchs. Ultralight activity on and invof arpt. Rwy 09–27 marked with orange cones every 200 ft. Dsplcd thlds marked with 3 orange cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

DELAND MUNI–SIDNEY H TAYLOR FLD (DED) 3 NE UTC−5(−4DT) JACKSONVILLE

N29°04.02′ W81°17.03′ H–8H, L–21D, 24F

79 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PIE IAP

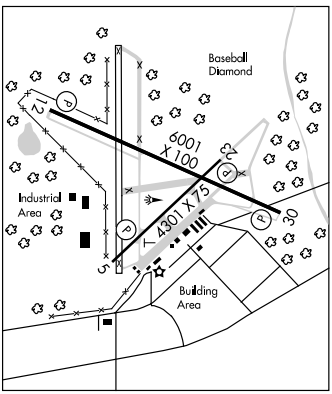
RWY 12–30: H6001X100(ASPH) D–60 MIRL

RWY 12: PAPI(P2L). Trees. **RWY 30:** REIL. PAPI(P4L). Trees.

RWY 05–23: H4301X75 (ASPH) D–40 MIRL

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1230–2300Z‡. Self serve 100LL avbl 24 hrs with credit card. Parachute Jumping. Extensive parachute and flight training ops. Avoid over flying arpt during parachute ops. Considerable pavement cracking. TPA—for prop acft 1079(1000). Touch and go ops prohibited if there are 3 or more acft in the tfc pattern. Noise sensitive arpt. Avoid over flight of residential areas of arpt. Avoid wide downwind Rwy 23. Jet acft use NBAA abatement procedures. Noise abatement procedures in effect, ctc arpt manager for details at 386 740–5808. Calm wind Rwy 05. Limited sight distances for all rwys. Ctc UNICOM for tie down information. ACTIVATE MIRL Rwy 05–23 and Rwy 12–30—CTAF. PAPI lgts opr continuously all rwys.



WEATHER DATA SOURCES: AWOS–3 119.575 (386) 740–5811.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **DAYTONA APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 212° 16.8 NM to fld. 19/00E. **ASR**

DESTIN–FT WALTON BEACH (DTS) 1 E UTC−6(−5DT) N30°24.00′ W86°28.29′ NEW ORLEANS

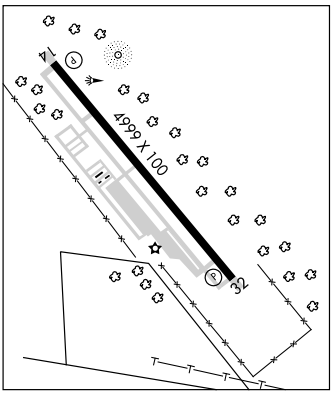
23 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DTS L–21C, 22H

RWY 14–32: H4999X100 (ASPH) S–38, D–67, 2S–85, 2D–113 MIRL IAP

RWY 14: PAPI(P4L)—GA 3.0° TCH 43′. Trees.

RWY 32: PAPI(P4L)—GA 3.0° TCH 42′. Bldg.

AIRPORT REMARKS: Attended 1300–0200Z‡. Depressions along length of rwy. Special Air Traffic Rules–Part 93, see Regulatory Notices. Exercise extreme vigilance due to close proximity to Eglin AFB located 6 NM NW of arpt. All acft ctc Eglin clnc del on 121.6 or 127.7 for ATC departure instructions prior to tkf. IFR acft remain on ground—ctc DEP CON for climb out instruction and IFR release.



WEATHER DATA SOURCES: ASOS 133.925 (850) 654–7128.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **EGLIN APP/DEP CON** 132.1 **EGLIN CLNC DEL** 121.6 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 154° 27.7 NM to fld. 255/03E. **HIWAS.**

NDB (MHW) 254 DTS N30°24.30′ W86°28.43′ at fld. NOTAM FILE DTS. NDB unmonitored indef. SHUTDOWN.

DINNS N30°27.90′ W81°48.10′ NOTAM FILE JAX. JACKSONVILLE

NDB (HW/LOM) 344 JA 077° 6.2 NM to Jacksonville Intl. H–8H, 12F, L–21D, 23A, 24G, A

WAAS	APP CRS	Rwy Idg	4301
CH 90300	054°	TDZE	79
W05A		Apt Elev	80

RNAV (GPS) RWY 5

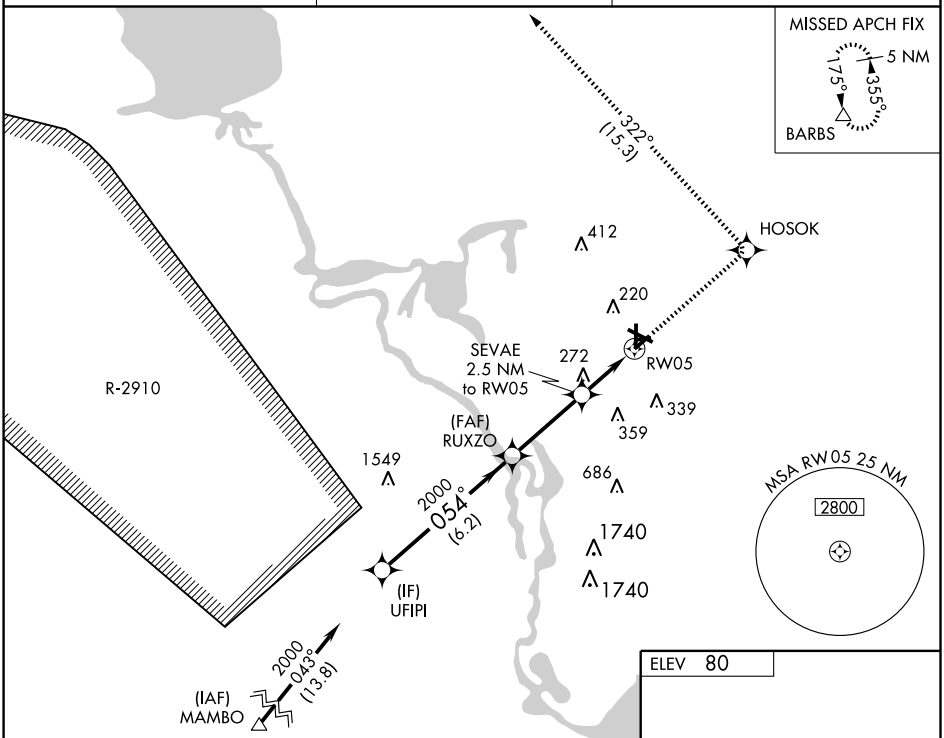
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

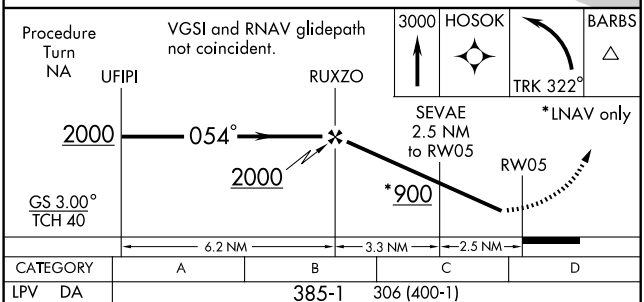
ASR

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

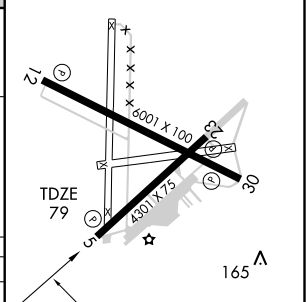
MISSED APPROACH: Climb to 3000 direct HOSOK and left turn via 322° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	385-1	306 (400-1)		
LNAV/VNAV DA	433-1¼	354 (400-1¼)		
LNAV MDA	580-1 501 (500-1)		580-1½ 501 (500-1½)	
CIRCLING	580-1¼ 500 (500-1¼)		580-1½ 500 (500-1½)	640-2 560 (600-2)



REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6001
CH 50300	122°	TDZE	74
W12A		Apt Elev	80

RNAV (GPS) RWY 12

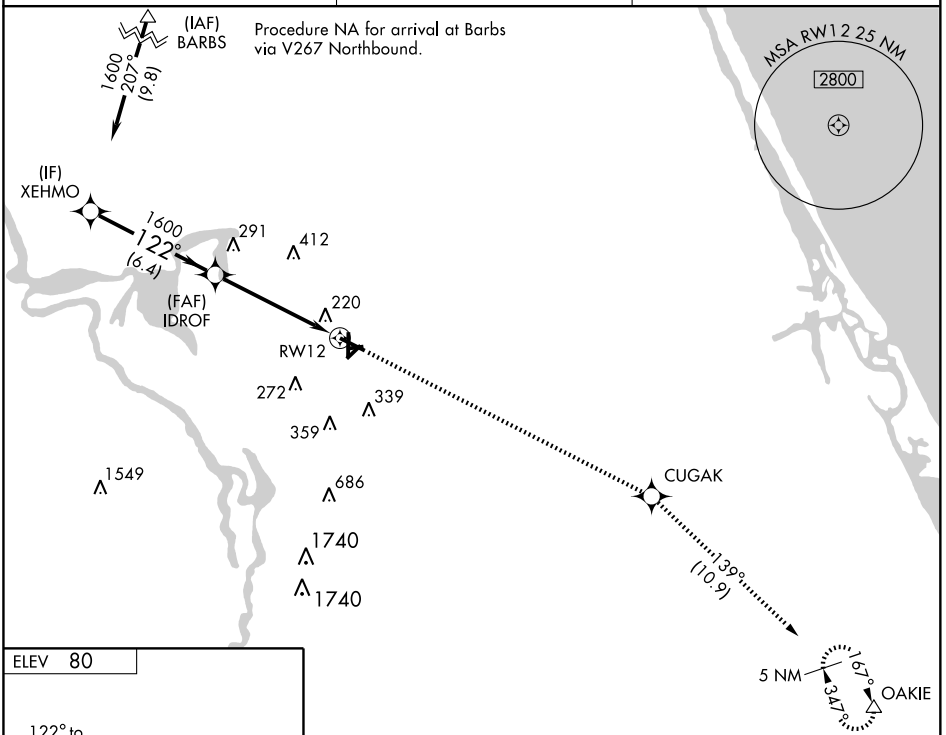
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

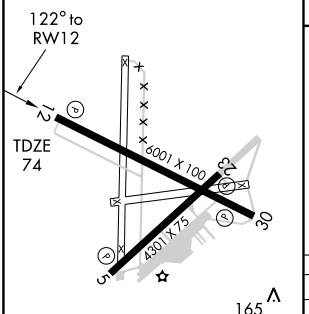
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

ASR

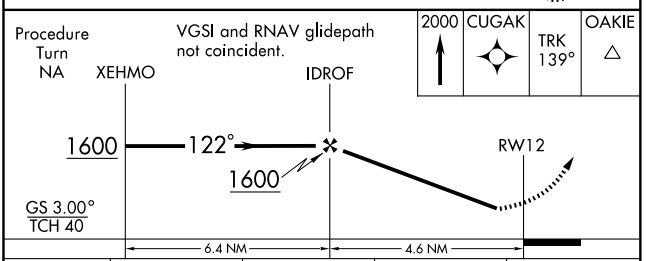
MISSED APPROACH: Climb to 2000 direct CUGAK and via 139° track to OAKIE and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L





REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	540-1 466 (500-1)		540-1¼ 466 (500-1¼)	540-1½ 466 (500-1½)
CIRCLING	540-1½ 460 (500-1½)			640-2 560 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4301
CH 45700	234°	TDZE	78
W23A		Apt Elev	80

RNAV (GPS) RWY 23

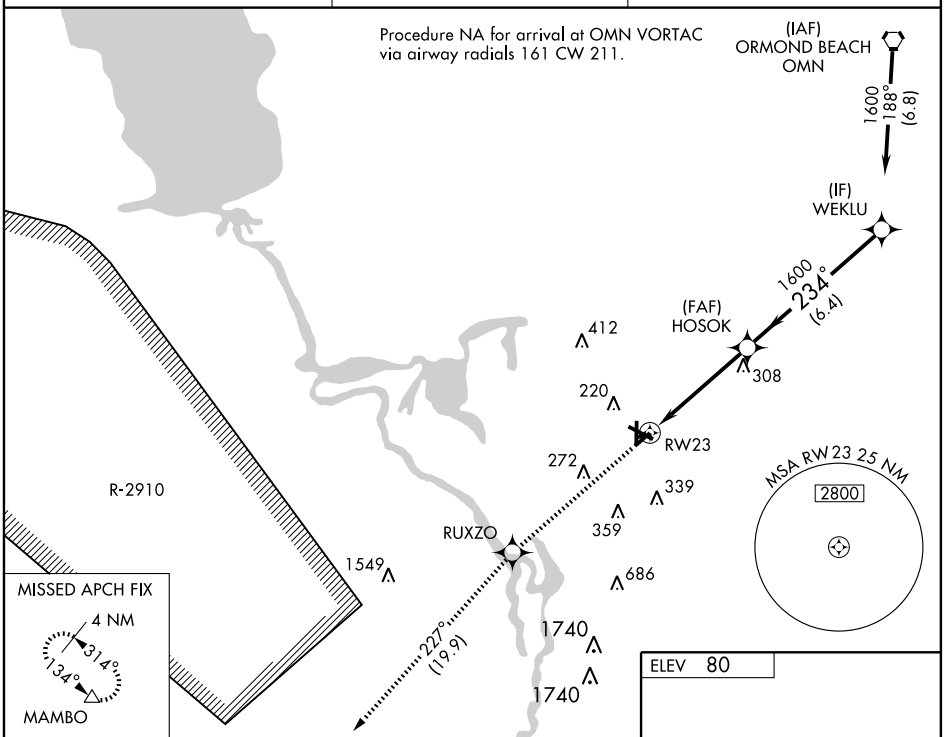
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

ASR

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUXZO and via 227° track to MAMBO and hold.

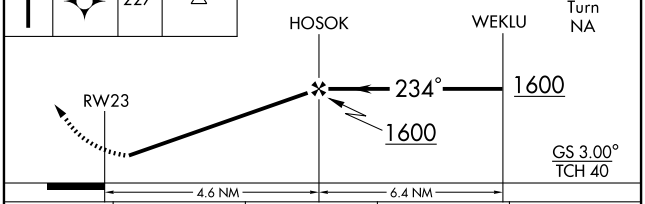
AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L

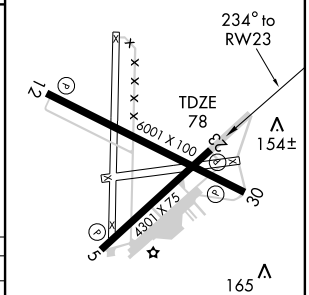


3000	RUXZO	TRK 227°	MAMBO

VGSI and RNAV glidepath not coincident.

Procedure Turn NA





CATEGORY	A	B	C	D
LPV DA	374-1 296 (300-1)			
LNAV/VNAV DA	414-1¼ 336 (400-1¼)			
LNAV MDA	420-1 342 (400-1)			420-1¼ 342 (400-1¼)
CIRCLING	520-1¼ 440 (500-1¼)	540-1¼ 460 (500-1¼)	540-1½ 460 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6001
CH 97500	302°	TDZE	72
W30A		Apt Elev	80

RNAV (GPS) RWY 30

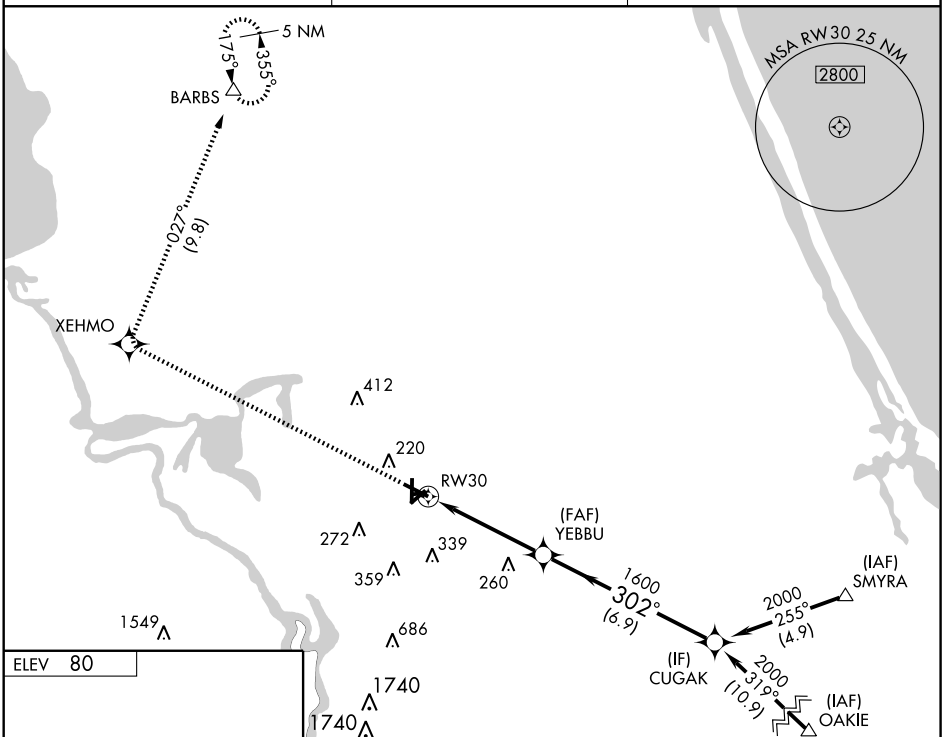
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

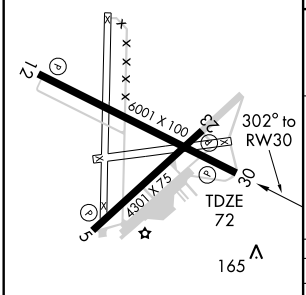
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

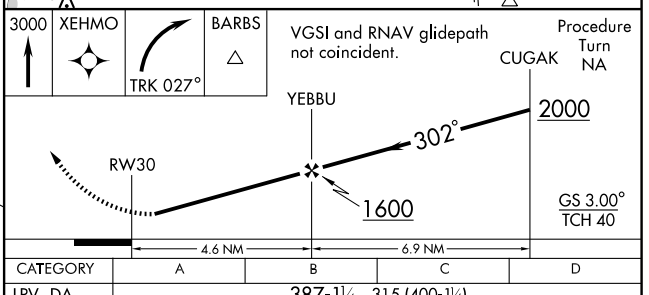
ASR

MISSED APPROACH: Climb to 3000 direct XEHMO and right turn via 027° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	387-1¼ 315 (400-1¼)			
LNAV/VNAV DA	465-1½ 393 (400-1½)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	500-1½ 428 (500-1½)
CIRCLING	520-1½ 440 (500-1½)	540-1½ 460 (500-1½)		640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OMN 112.6 Chan 73	APP CRS 212°	Rwy Idg 4301 TDZE 78 Apt Elev 80

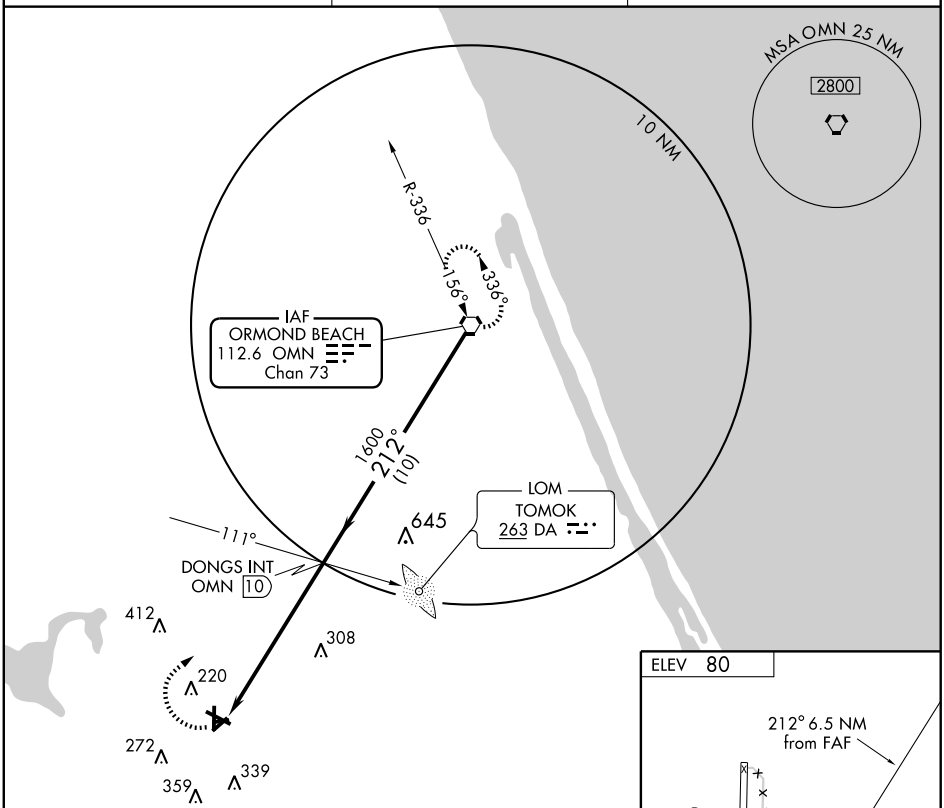
VOR RWY 23

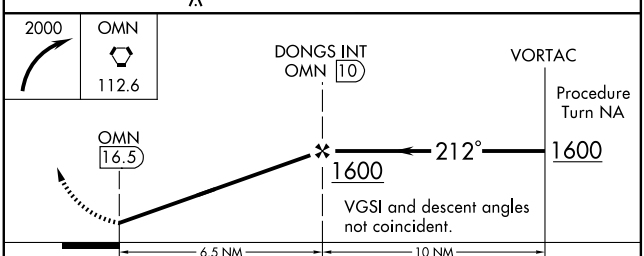
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

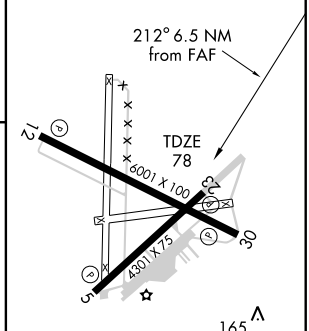
DME or ADF REQUIRED.
NA
ASR
If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 direct OMN VORTAC and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	580-1 502 (500-1)		580-1½ 502 (500-1½)	
CIRCLING	580-1 500 (500-1)		580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DELAND

BOB LEE FLIGHT STRIP (1J6) 4 N UTC−5(−4DT) N29°06.25′ W81°18.85′ JACKSONVILLE

94 S4 NOTAM FILE PIE

RWY 09–27: 3300X72 (TURF)

RWY 09: Thld dsplcd 300′. Road. **RWY 27:** Thld dsplcd 800′. Fence. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 09–27 trees in both apchs. Ultralight activity on and invof arpt. Rwy 09–27 marked with orange cones every 200 ft. Dsplcd thlds marked with 3 orange cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

DELAND MUNI–SIDNEY H TAYLOR FLD (DED) 3 NE UTC−5(−4DT) JACKSONVILLE

N29°04.02′ W81°17.03′ H–8H, L–21D, 24F

79 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PIE IAP

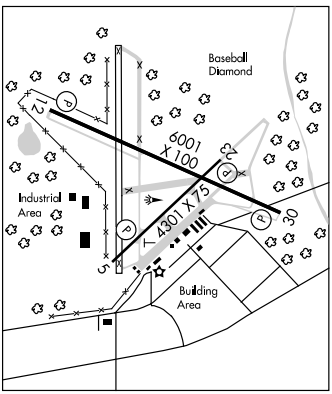
RWY 12–30: H6001X100(ASPH) D–60 MIRL

RWY 12: PAPI(P2L). Trees. **RWY 30:** REIL. PAPI(P4L). Trees.

RWY 05–23: H4301X75 (ASPH) D–40 MIRL

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1230–2300Z‡. Self serve 100LL avbl 24 hrs with credit card. Parachute Jumping. Extensive parachute and flight training ops. Avoid over flying arpt during parachute ops. Considerable pavement cracking. TPA—for prop acft 1079(1000). Touch and go ops prohibited if there are 3 or more acft in the tfc pattern. Noise sensitive arpt. Avoid over flight of residential areas of arpt. Avoid wide downwind Rwy 23. Jet acft use NBAA abatement procedures. Noise abatement procedures in effect, ctc arpt manager for details at 386 740–5808. Calm wind Rwy 05. Limited sight distances for all rwys. Ctc UNICOM for tie down information. ACTIVATE MIRL Rwy 05–23 and Rwy 12–30—CTAF. PAPI lgts opr continuously all rwys.



WEATHER DATA SOURCES: AWOS–3 119.575 (386) 740–5811.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **DAYTONA APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 212° 16.8 NM to fld. 19/00E. **ASR**

DESTIN–FT WALTON BEACH (DTS) 1 E UTC−6(−5DT) N30°24.00′ W86°28.29′ NEW ORLEANS

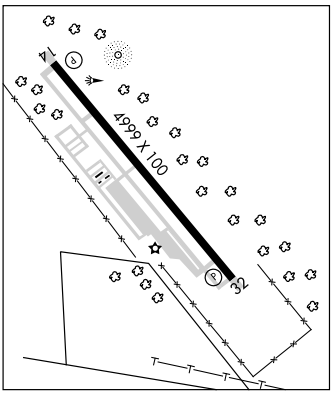
23 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DTS L–21C, 22H

RWY 14–32: H4999X100 (ASPH) S–38, D–67, 2S–85, 2D–113 MIRL IAP

RWY 14: PAPI(P4L)—GA 3.0° TCH 43′. Trees.

RWY 32: PAPI(P4L)—GA 3.0° TCH 42′. Bldg.

AIRPORT REMARKS: Attended 1300–0200Z‡. Depressions along length of rwy. Special Air Traffic Rules–Part 93, see Regulatory Notices. Exercise extreme vigilance due to close proximity to Eglin AFB located 6 NM NW of arpt. All acft ctc Eglin clnc del on 121.6 or 127.7 for ATC departure instructions prior to tkf. IFR acft remain on ground—ctc DEP CON for climb out instruction and IFR release.



WEATHER DATA SOURCES: ASOS 133.925 (850) 654–7128.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **EGLIN APP/DEP CON** 132.1 **EGLIN CLNC DEL** 121.6 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 154° 27.7 NM to fld. 255/03E. **HIWAS.**

NDB (MHW) 254 DTS N30°24.30′ W86°28.43′ at fld. NOTAM FILE DTS. NDB unmonitored indef. SHUTDOWN.

DINNS N30°27.90′ W81°48.10′ NOTAM FILE JAX. JACKSONVILLE

NDB (HW/LOM) 344 JA 077° 6.2 NM to Jacksonville Intl. H–8H, 12F, L–21D, 23A, 24G, A

RNAV (GPS) RWY 14

DESTIN-FORT WALTON BEACH (DTS)

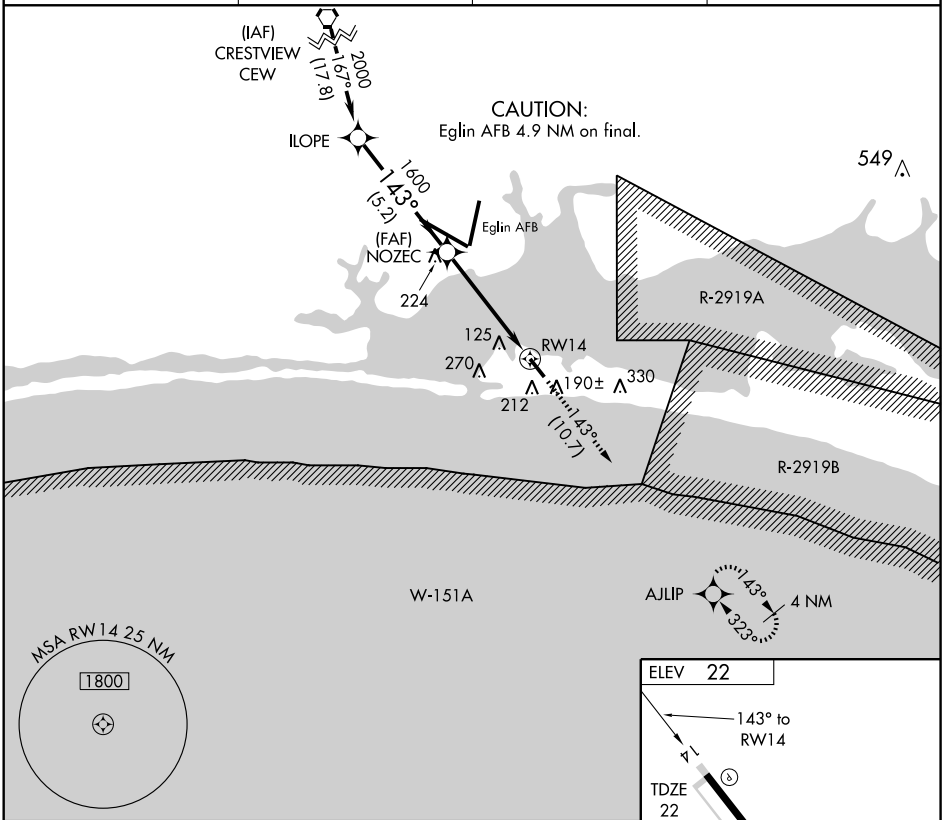
APP CRS	Rwy Idg	4999
143°	TDZE	22
	Apt Elev	22

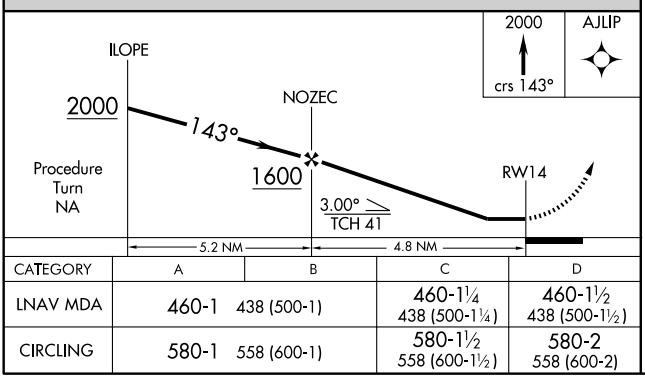
T
NA

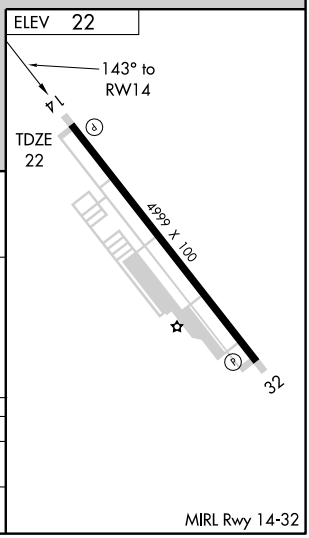
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 via course 143° to AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	460-1	438 (500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	580-1	558 (600-1)	580-1½ 558 (600-1½)	580-2 558 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4999
323°	TDZE	21
	Apt Elev	22

RNAV (GPS) RWY 32

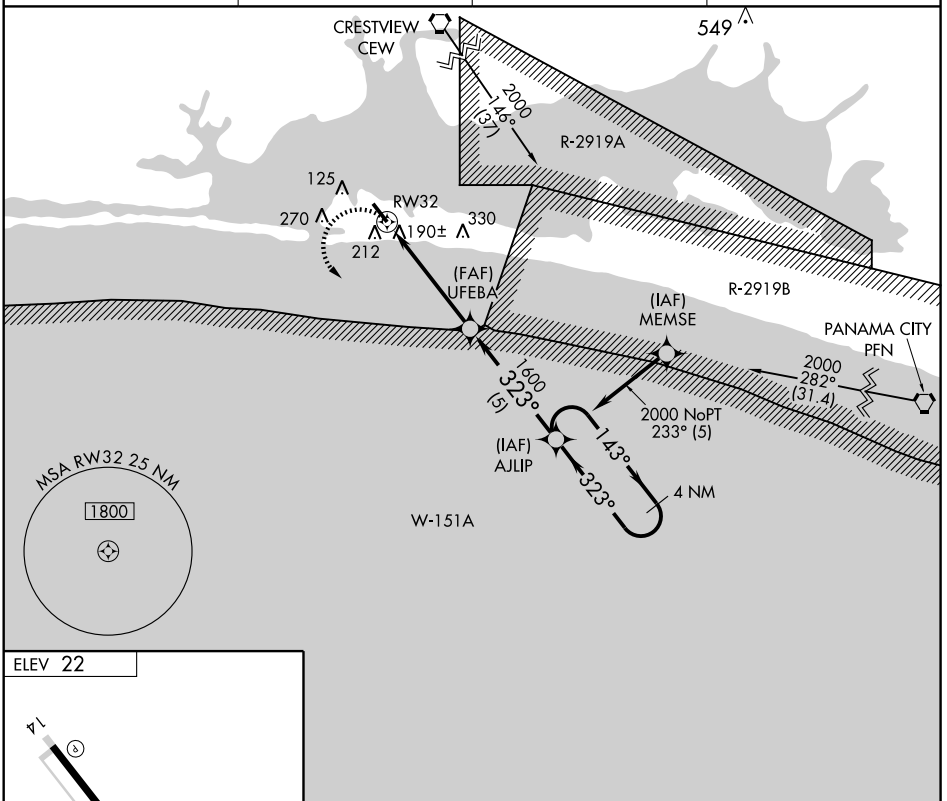
DESTIN-FORT WALTON BEACH (DTS)

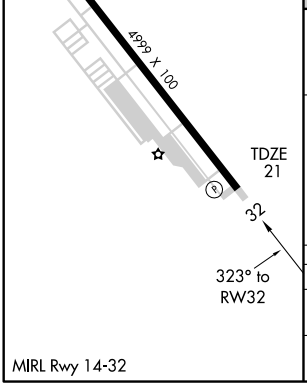
T A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

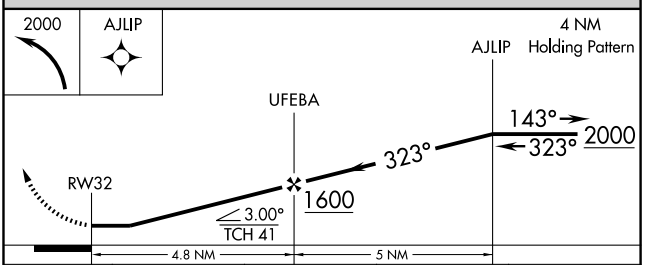
MISSED APPROACH: Climbing left turn to 2000 direct AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)





MIRL Rwy 14-32

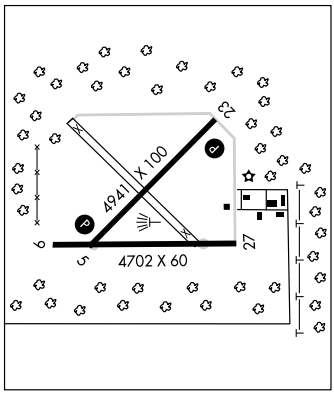


CATEGORY	A	B	C	D
LNAV MDA	540-1	519 (600-1)	540-1½ 519 (600-1½)	540-1¾ 519 (600-1¾)
CIRCLING	600-1	578 (600-1)	600-1½ 578 (600-1½)	600-2 578 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DUNNELLON

MARION CO (X35) 4 E UTC−5(−4DT) JACKSONVILLE
N29°03.71′ W82°22.60′ L–21D, 24F
65 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV IAP
RWY 05–23: H4941X100 (ASPH) MIRL
RWY 05: PAPI(P2L)—GA 2.5° TCH 40′. Trees.
RWY 23: PAPI(P2L)—GA 2.5° TCH 40′. Trees.
RWY 09–27: H4702X60 (ASPH) MIRL
RWY 09: Fence. **RWY 27:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Credit Card fuel avbl 24 hrs. Thld lgts Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05–23 and 09–27 and PAPI Rwy 05 and Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **JACKSONVILLE APP/DEP CON** 118.6
RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.
OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′ 229°10.5 NM to fld. 80/00E.



EASTPORT N30°25.42′ W81°36.56′ NOTAM FILE JAX. JACKSONVILLE
NDB (MHW) 357 EYA 319° 5.9 NM Jacksonville Intl. L–21D, 24G

EGLIN AF AUX NR 3 (See DUKE FLD)

EGLIN AFB (See VALPARAISO)

ENGLEWOOD

BUCHAN (X36) 2 NW UTC−5(−4DT) N26°59.41′ W82°22.44′. MIAMI
15 NOTAM FILE PIE
RWY 12–30: 2040X120 (TURF)
RWY 12: Tree. **RWY 30:** Fence.
AIRPORT REMARKS: Unattended. Parachute Jumping. Ultralight activity on and in vicinity of arpt. Rwy 12–30 thlds marked with 3 white tires perpendicular to centerline. Rwy 12–30 rough and bare in spots.
COMMUNICATIONS: CTAF 122.9

EUSTIS

MID FLORIDA AIR SERVICE (X55) 3 E UTC−5(−4DT) N28°50.60′ W81°37.81′ JACKSONVILLE
167 B S4 **FUEL** 100LL NOTAM FILE PIE
RWY 18–36: 3200X80 (TURF) LIRL
RWY 18: Thld dsplcd 540′. Fence. **RWY 36:** Thld dsplcd 108′. Fence.
AIRPORT REMARKS: Attended 1400Z‡–Sunset. Rwy 18–36 CLOSED for touch and go landing. No flt training. Rwy 18 dsplcd thld marked with 2 ft by 12 ft concrete slabs painted white—flush with rwy. Rwy 18–36 marked on sides with tires painted white. Rotating bcn ops dusk–0400Z‡. After 0400Z‡ ACTIVATE—CTAF. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8

EVERGLADES AIRPARK (XØ1) 1 SW UTC−5(−4DT) N25°50.93′ W81°23.42′ MIAMI
5 B **FUEL** 100LL NOTAM FILE MIA
RWY 15–33: H2400X60 (ASPH–TURF) S–20 MIRL
RWY 15: Trees. Rgt tfc. **RWY 33:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs with credit card. PAEW invof Rwy 15–33 indef. High density bird population on and around arpt. Ditch 54′ left of centerline first 664′ of Rwy 33. Rwy 15–33 has a 50′ asph center with a 5′ turf edge on each side. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.075

EXECUTIVE (See ORLANDO)

FERGUSON (See PENSACOLA)

APP CRS	Rwy Idg	4941
229°	TDZE	66
	Apt Elev	66

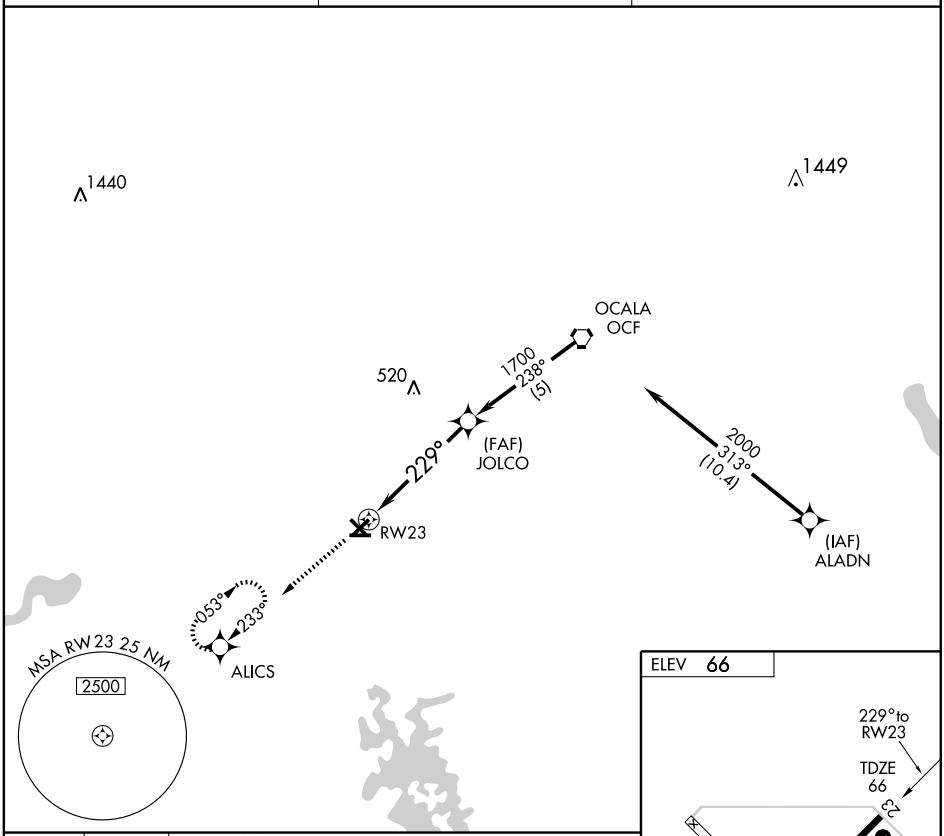
GPS RWY 23

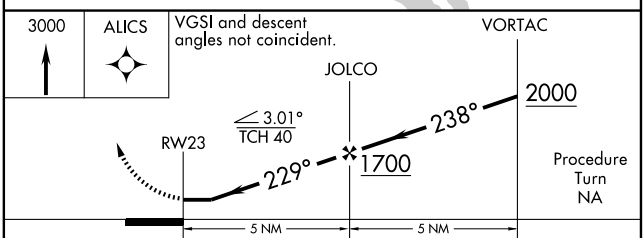
DUNNELLON/ MARION COUNTY (X35)

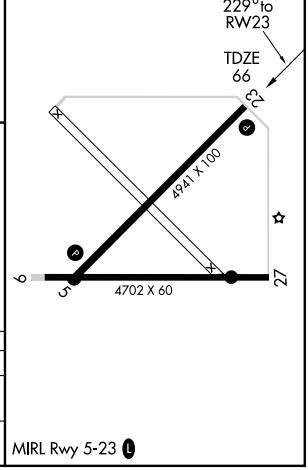
NA Use Ocala Intl-Jim Taylor Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALICS WP and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OCF 113.7 Chan 84	APP CRS 229°	Rwy Idg 4941 TDZE 66 Apt Elev 66

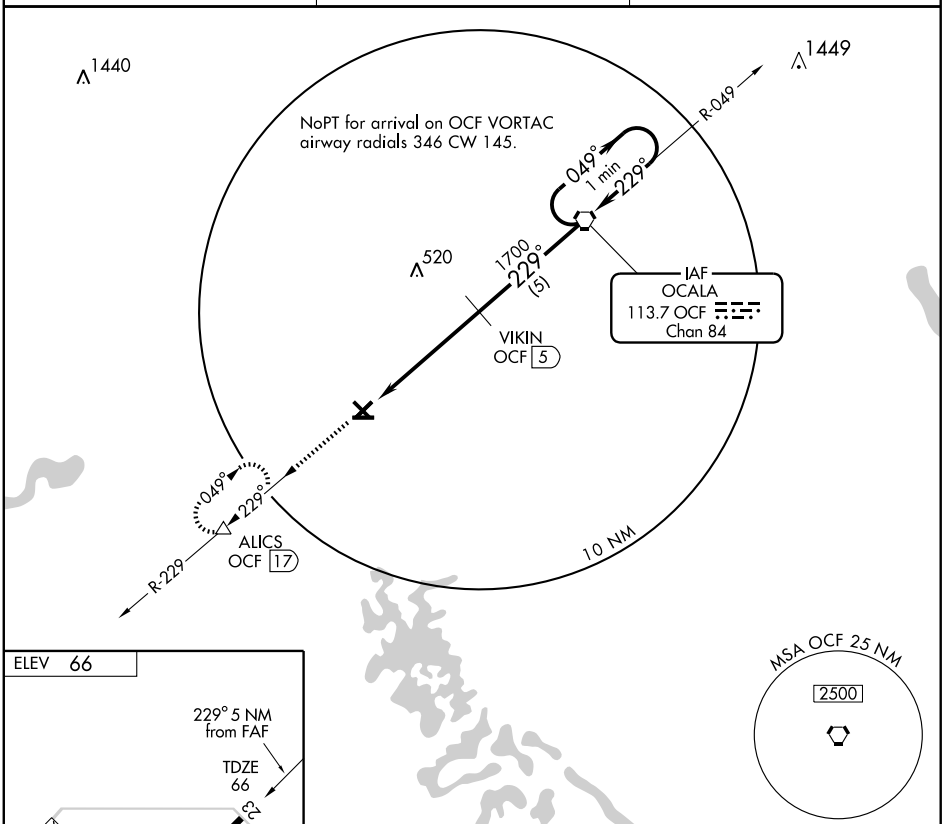
VOR/DME RWY 23

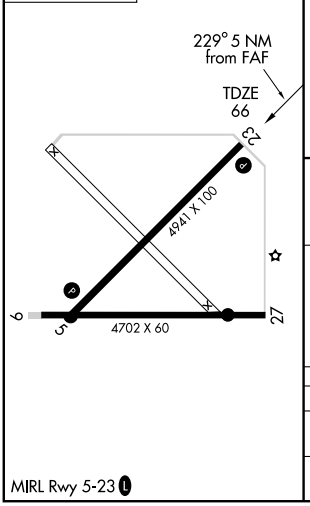
DUNNELLON/ MARION COUNTY (X35)

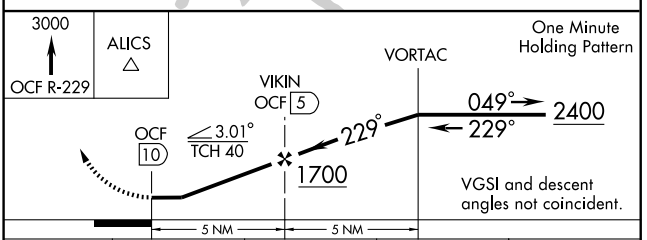
NA Use Ocala altimeter setting.

MISSED APPROACH: Climb to 3000 via OCF R-229 to ALICS/OCF 17 DME and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

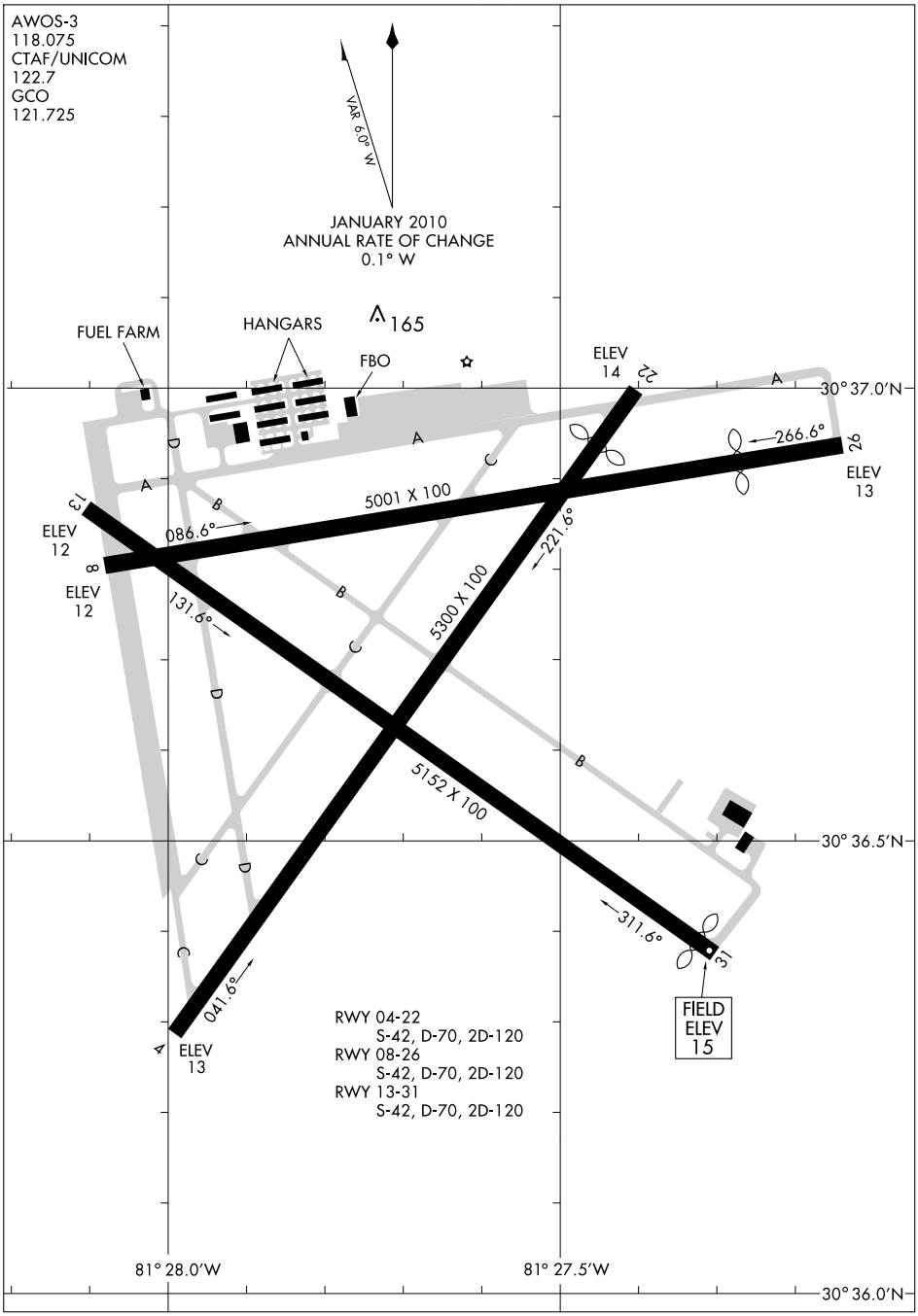
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)
FERNANDINA BEACH, FLORIDA



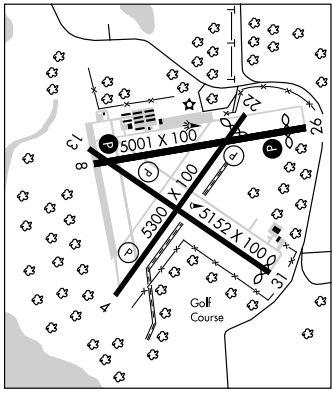
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FERNANDINA BEACH, FLORIDA
FERNANDINA BEACH MUNI (FHB)

10210

FERNANDINA BEACH MUNI (FHB) 3 S UTC−5(−4DT) N30°36.71′ W81°27.67′ **JACKSONVILLE**
16 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–9B, 12F, L–21D, 24G, A**
RWY 04–22: H5300X100 (ASPH) S–42, D–70, 2D–120 MIRL **IAP, AD**
RWY 04: REIL. PAPI(P4L). Tree.
RWY 22: PAPI(P4L). Thld dsplcd 451′. Tree.
RWY 13–31: H5152X100 (ASPH–PFC) S–42, D–70, 2D–120 MIRL
RWY 13: REIL. PAPI(P2L). Bridge.
RWY 31: Thld dsplcd 150′. Tree.
RWY 08–26: H5001X100 (CONC) S–42, D–70, 2D–120 MIRL
RWY 08: PAPI(P4L). Trees.
RWY 26: PAPI(P4L). Thld dsplcd 700′. Tree.
AIRPORT REMARKS: Attended 1300–0100Z‡. ACTIVATE REIL Rwy 04 and Rwy 13, MIRL Rwy 04–22, Rwy 08–26 and Rwy 13–31, PAPI Rwy 08 and Rwy 26—CTAF. PAPI Rwy 04, Rwy 13 and Rwy 22 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.075 (904) 277–7323.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **JACKSONVILLE APP/DEP CON** 127.0
GCO 121.725 (JACKSONVILLE CLNC AND GAINESVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.
CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ 012° 16.5 NM to fld. 40/03W. **HIWAS.**
ASR



FISH HOOK N24°32.90′ W81°47.18′ NOTAM FILE EYW. **MIAMI**
NDB (H) 332 FIS 076° 1.5 NM to Key West Intl. **H–8H, L–21D, 23C**

FLAGLER CO (See PALM COAST)

FLYING TEN (See ARCHER)

FORREST SHERMAN FLD (See PENSACOLA NAS)

FORT DRUM N27°33.00′ W80°48.00′ **MIAMI**
RCO 122.2 (ST. PETERSBURG RADIO) **L–24F**

FT LAUDERDALE

DOWNTOWN FORT LAUDERDALE HELIPORT (DT1) ØN UTC−5(−4DT) N26°07.23′ W80°08.52′ **MIAMI**
114 NOTAM FILE MIA
HELIPAD H1: H84X84 (CONC) MIRL
AIRPORT REMARKS: Attended irregularly. For reservations and assistance call 1–954–968–9675. Primary apch 145° true course inbound. Rooftop facility. PPR to use parking position, all hrs. Contact Ft Lauderdale/Hollywood Intl twr on freq 119.3 prior to entering Ft Lauderdale Class C airspace and upon tkf. Repetitive flight training and student solos discouraged. Noise sensitive areas all quadrants. No tkfs or ldgs at eastern parking position. Parking prohibited on ldg/tkf (western) position. Maximum gross weight 11,900 lbs. Maximum rotor diameter 46′.
COMMUNICATIONS: CTAF/UNICOM 123.05

WAAS	APP CRS	Rwy Idg	5152
CH 50318	131°	TDZE	14
W13A		Apt Elev	16

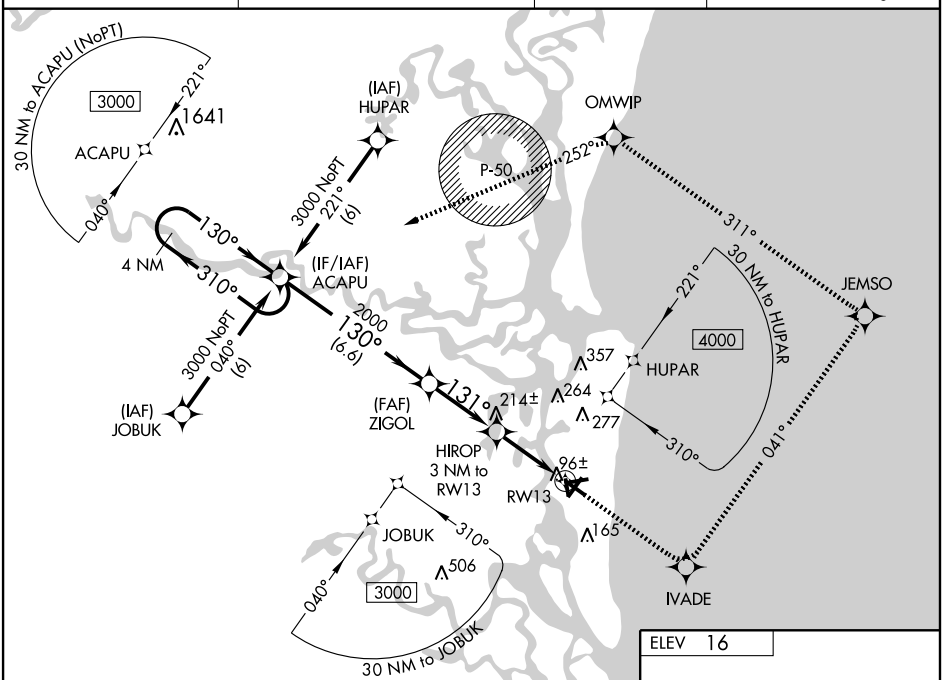
RNAV (GPS) RWY 13

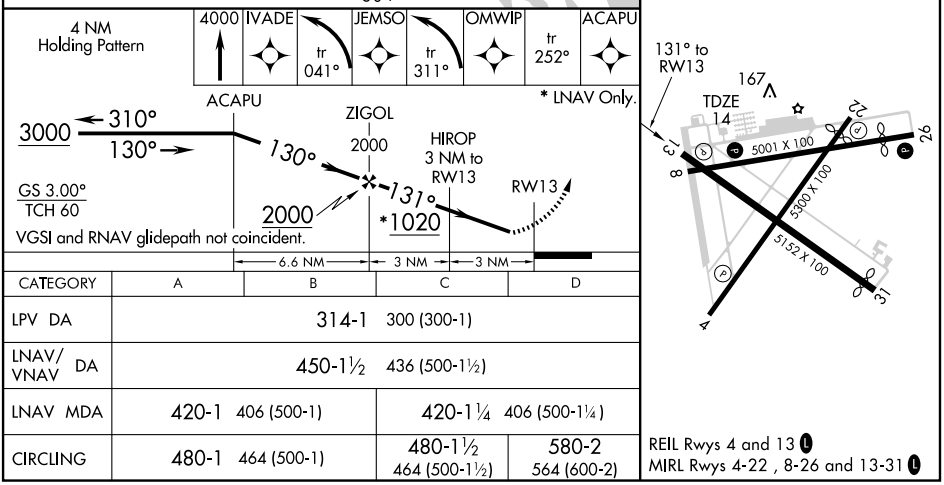
FERNANDINA BEACH MUNI (FHB)

T NA Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase LPV DA to 348; LNAV/VNAV DA to 484, increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct IVADE and left turn on track 041° to JEMSO and left turn on track 311° to OMWIP and on track 252° to ACAPU and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	314-1 300 (300-1)			
LNAV/VNAV DA	450-1½ 436 (500-1½)			
LNAV MDA	420-1 406 (500-1)		420-1¼ 406 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010

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APP CRS	Rwy Idg	4849
221°	TDZE	16
	Apt Elev	16

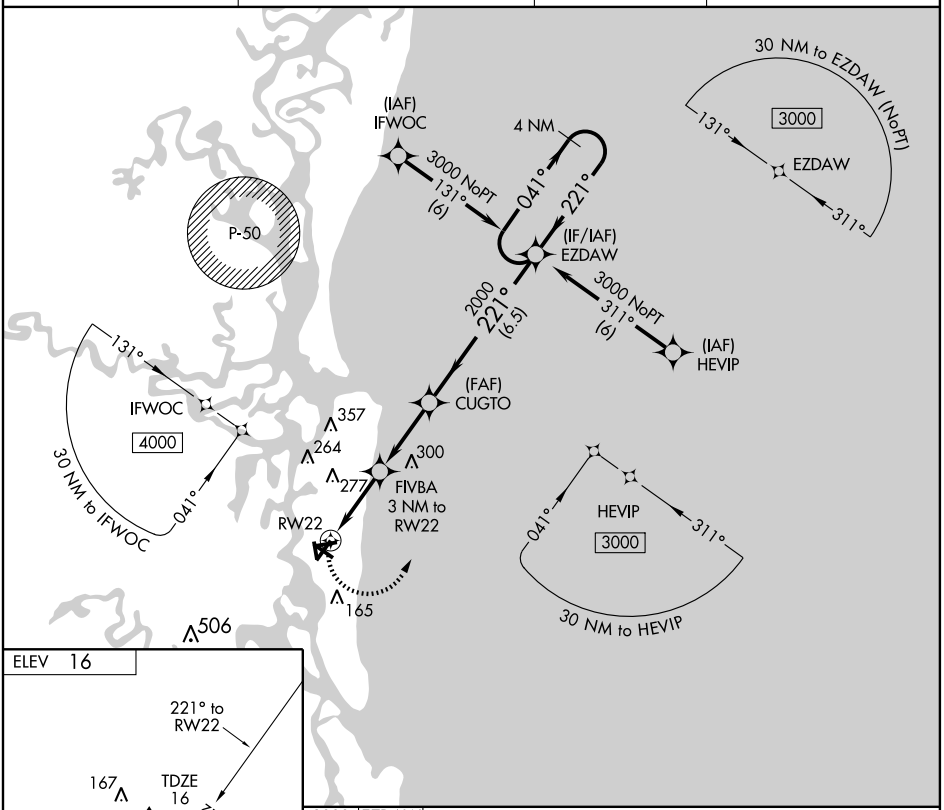
RNAV (GPS) RWY 22

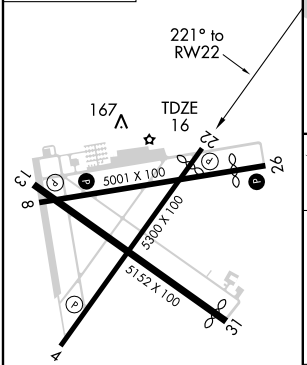
FERNANDINA BEACH MUNI (FHB)

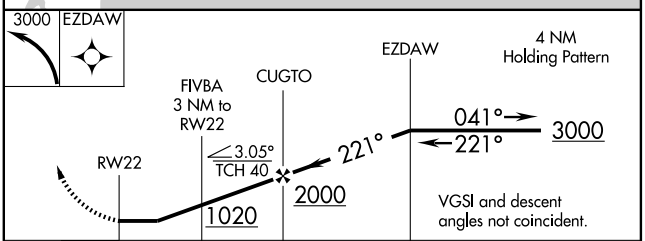
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn 3000 direct EZDAW and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

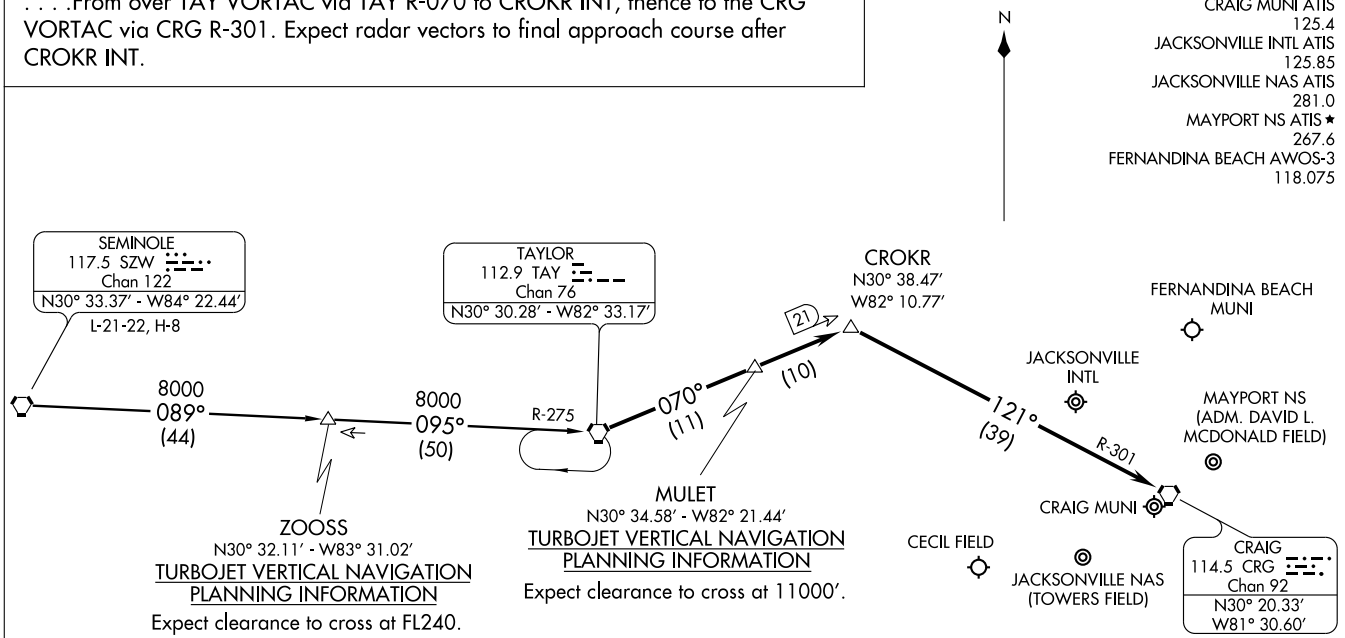
REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

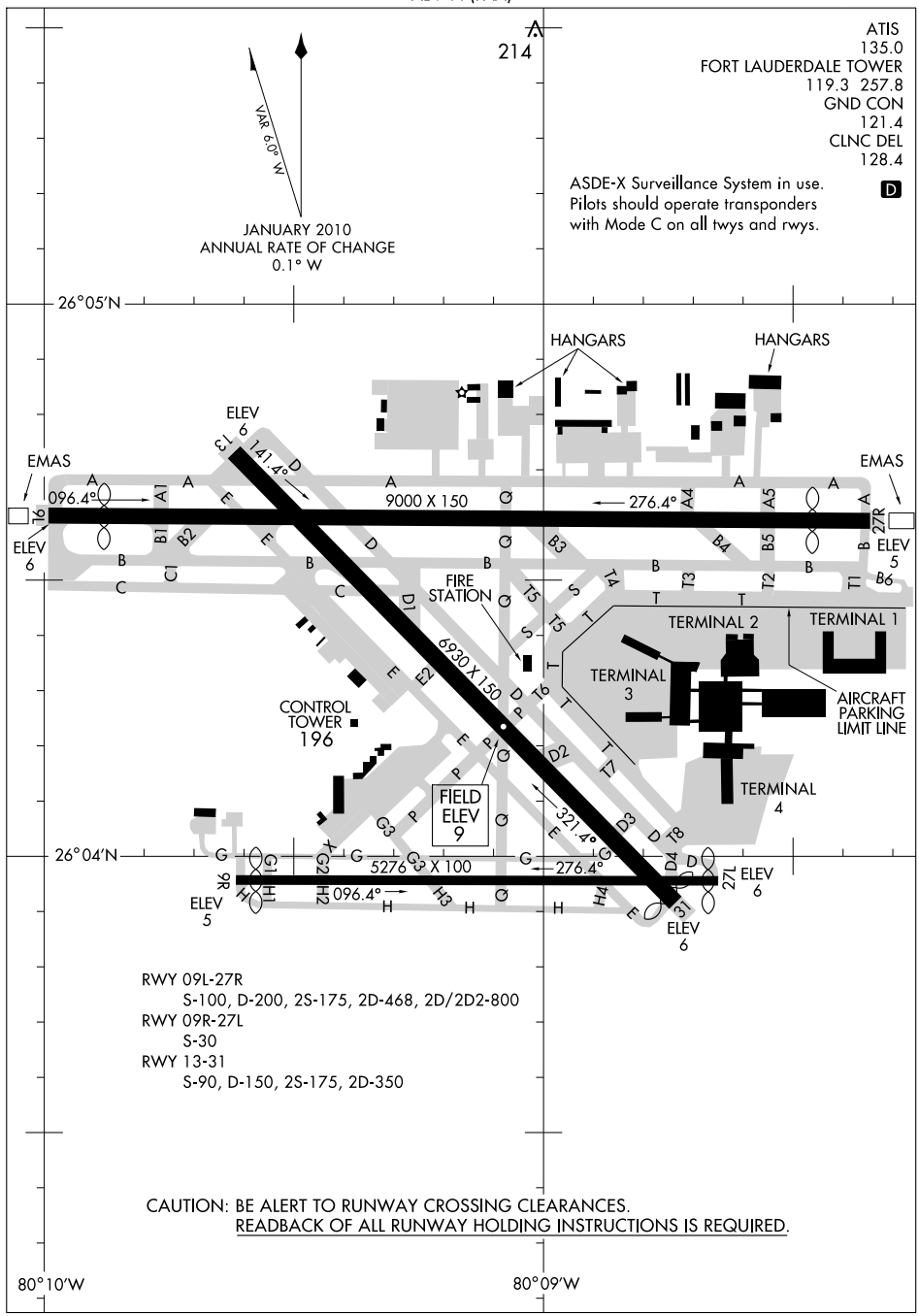
NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

AIRPORT DIAGRAM

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA
AL-744 (FAA)



RWY 09L-27R
S-100, D-200, 2S-175, 2D-468, 2D/2D2-800
RWY 09R-27L
S-30
RWY 13-31
S-90, D-150, 2S-175, 2D-350

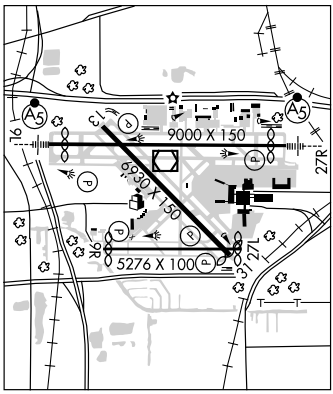
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 23 SEP 2010 to 21 OCT 2010

FT LAUDERDALE/HOLLYWOOD INTL (FLL) 3 SW UTC−5(−4DT) N26°04.36′ W80°07.17′ **MIAMI**

9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1009(1000) AOE **H–8I, L–23C, A**

Class I, ARFF Index E NOTAM FILE FLL **IAP, AD**



RWY 09L–27R: H9000X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–468, 2D/2D2–800 HIRL

RWY 09L: MALSR. PAPI (P4R)—GA 3.0° TCH 68′. Thld dsplcd 577′. Road.

RWY 27R: RAIL. MALSR. PAPI (P4L)—GA 3.0° TCH 71′. Thld dsplcd 606′. Railroad. Rgt tfc.

RWY 13–31: H6930X150 (ASPH–GRVD) S–90, D–150, 2S–175, 2D–350 MIRL

RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 75′. Lower GA 3.0° TCH 67′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Lower GA 3.0° TCH 49′. Thld dsplcd 70′. Railroad gate.

RWY 09R–27L: H5276X100 (ASPH) S–30 MIRL

RWY 09R: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 320′. Tree. Rgt tfc.

RWY 27L: PAPI(P4L)—GA 3.5° TCH 40′. Thld dsplcd 142′. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L: TORA–9000 TODA–9000 ASDA–9000 LDA–8423

RWY 09R: TORA–5276 TODA–5276 ASDA–5276 LDA–4956

RWY 13: TORA–6930 TODA–6930 ASDA–6930 LDA–6930

RWY 27L: TORA–5276 TODA–5276 ASDA–5276 LDA–5134

RWY 27R: TORA–9000 TODA–9000 ASDA–9000 LDA–8396

RWY 31: TORA–6930 TODA–6930 ASDA–6930 LDA–6860

ARRESTING GEAR/SYSTEM

RWY 09L: EMAS

RWY 27R: EMAS

AIRPORT REMARKS: Attended continuously. Rwy 09R–27L CLOSED except to acft with wingspan less than 78′ and apch speed less than 121 knots. Rwy 09R–27L CLOSED to all acft 0300–1200Z‡. Arpt CLOSED to air carrier jet training. Arpt CLOSED to large acft training over 58,000 pounds maximum certificated gross tkf weight. Arpt CLOSED to all training 0400–1200Z‡. ASDE–X surveillance system in use: pilots should opr transponders with Mode 'C' on all twys and rwys. Flocks of birds on and in vicinity of fld. Concentration of birds below 500′, 2.0 NM west of the AER 09L and 09R. Rwy 09R–27L Grip Flex on center 50′ of Rwy 09R–27L. Be alert: intersection of Twy G and Q not visible from twr. Standing water on rwy safety area AER 27R. Twy B6 clsd to acft with wingspan greater than 126′ and tail greater than 46′. Twys South of Twy C and West of Rwy 13–31 except for Twys P and E are 50′ wide or less; design criteria for large acft not maintained. Acft with wingspans greater than 112′ may utilize Twy E between Twys B/P by PPR only. Jet runups prohibited 0400–1200Z‡. Rwy 09R–27L CLOSED to acft in excess of 58,000 pounds maximum certificated gross tkf weight. All rwys are noise sensitive. PPR for aircraft with explosives. Turbulence below 1000 ft over landfill located 2NM W, and over electric power plant located 1 ¼ NM ENE. Rwy 13 aiming point markings located 1171′ from thld. Air carrier acft use ramp push back procedures as prescribed by arpt ops. East side of Concourse B avbl only to acft with a wingspan of less than 124.9′. Noise abatement in effect ctc airport noise abatement office 954–359–6181 for details. Arr acft from N and W maintain 6000 ft until abeam Rwy 27L, 27R on downwind. Arr acft from N maintain 6000′ until a beam Rwy 09L on downwind. No VFR apchs or base legs until offshore. Rwy 27R RVR touchdown avbl. All wide–body type acft departing Rwy 09L should follow taxiway centerline into position on rwy. Acft operating from Terminal 1,2 and Gates E1, E5, E7, E9, E10 at Terminal 3 must ctc Ramp ctl. Effective 1100–0300Z‡. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (954) 359–7857. TDWR.

COMMUNICATIONS: D-ATIS 135.0 **UNICOM** 122.95

Ⓡ **MIAMI APP CON** 128.6 (091°–270°) 133.775 (271°–090° 4000′ and above) 118.1 (271°–090°blo 4000′)
TOWER 119.3 120.2 **GND CON** 121.4 121.7 **CLNC DEL** 128.4 **PRE TAXI CLNC** 128.4 **RAMP CTL** 118.175 (1100–0300Z‡)

Ⓡ **MIAMI DEP CON** 128.6 (091°–270°) 126.05 (271°–090° 4000′ and above) 119.7 (271°–090°blo 4000′)

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

(H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ at fld. 10/00E.
VOR portion unusable 210°–225°; 226°–209° byd 10 NM blo 4000′; 226°–299° byd 25 NM blo 6000′; 300°–330° byd 25 NM blo 8000′; 331°–209° byd 25 NM blo 6000′.
DME unusable 350°–020° byd 30 NM blo 5000′.

PLANTATION NDB (MHW) 242 PJN N26°07.94′ W80°13.13′ 138° 5.1 NM to fld.

ILS/DME 110.1 I–LHI Chan 38 Rwy 09L. CLASS IB.

ILS 108.5 I–FLL Rwy 09R. (Loc only).

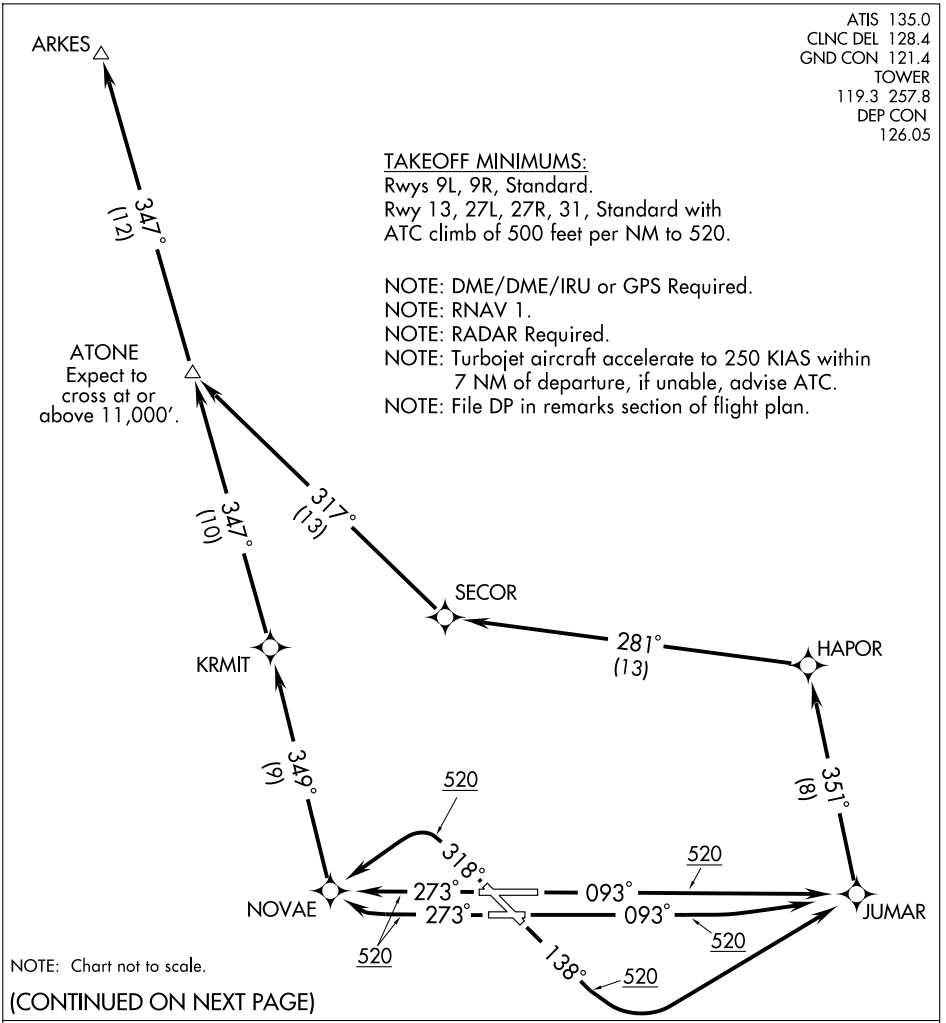
ILS 109.35 I–LID Rwy 13. (Loc only).

ILS 110.7 I–UDL Rwy 27R.

COMM/NAV/WEATHER REMARKS: Freq. 121.5 not avbl at twr.

ARKES ONE DEPARTURE (RNAV)

SE-3, 23 SEP 2010 to 21 OCT 2010



(CONTINUED ON NEXT PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....

TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....

TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....

TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....

TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....

TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....

....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL.

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

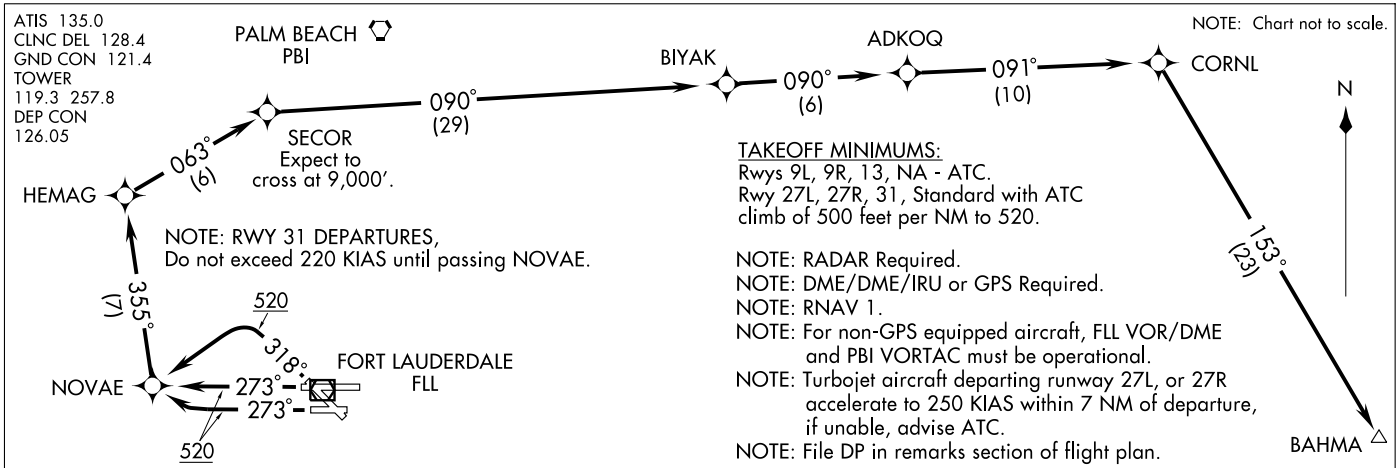
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

BAHMA TWO DEPARTURE (RNAV)

(BAHMA2.BAHMA) 09071



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, maintain 220 KIAS until passing NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

BAHMA TWO DEPARTURE (RNAV)
(BAHMA2.BAHMA) 09071

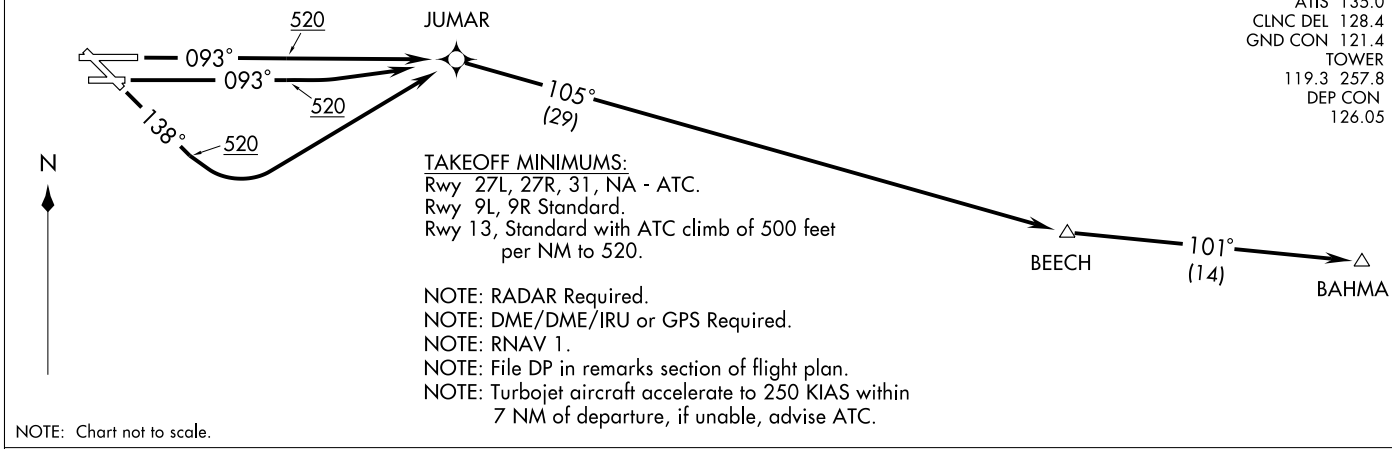
SL-744 (FAA)

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

BEECH TWO DEPARTURE (RNAV)

(BEECH2.BEECH) 09071



DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.

BEECH TWO DEPARTURE (RNAV)
(BEECH2.BEECH) 09071

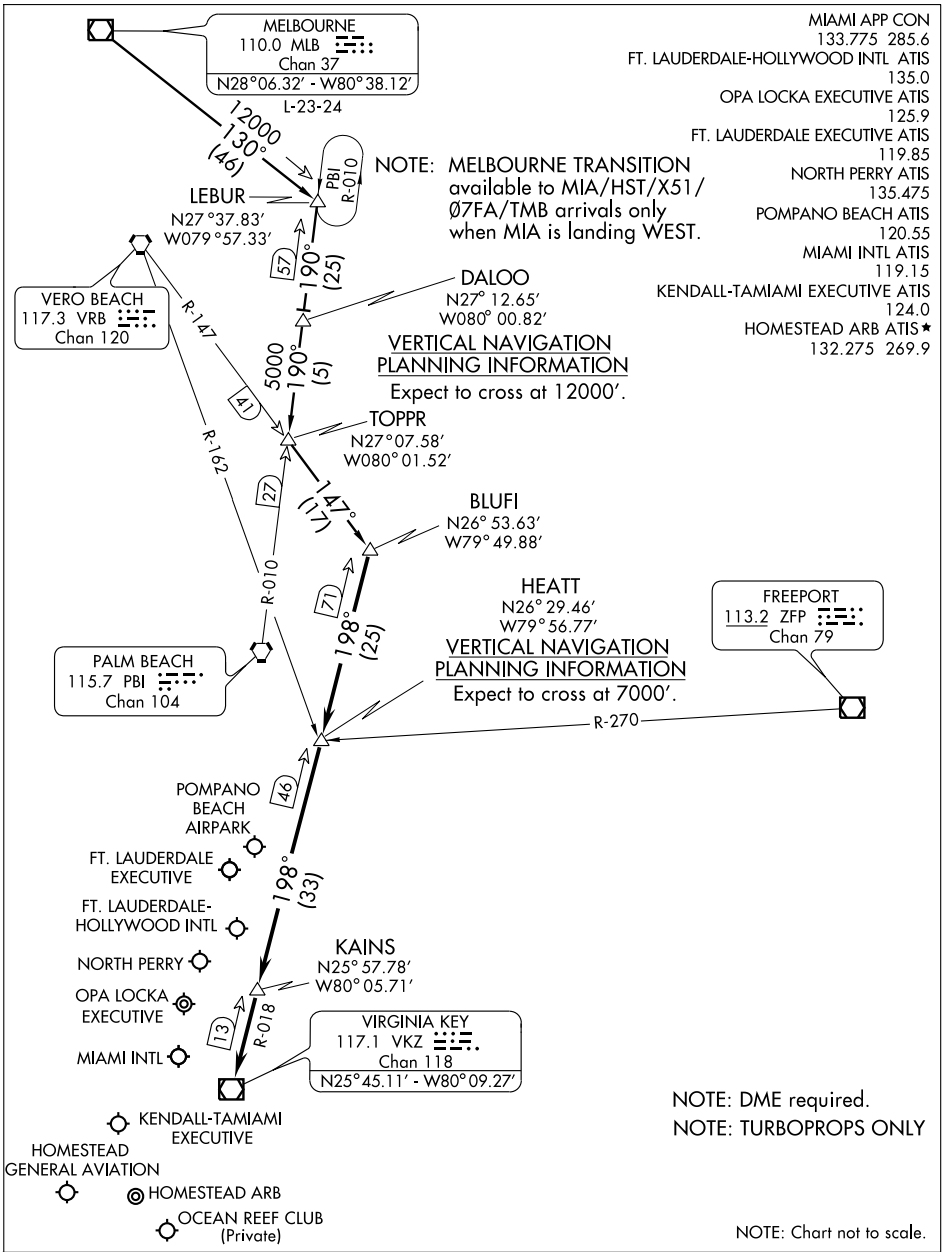
SL-744 (FAA)

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

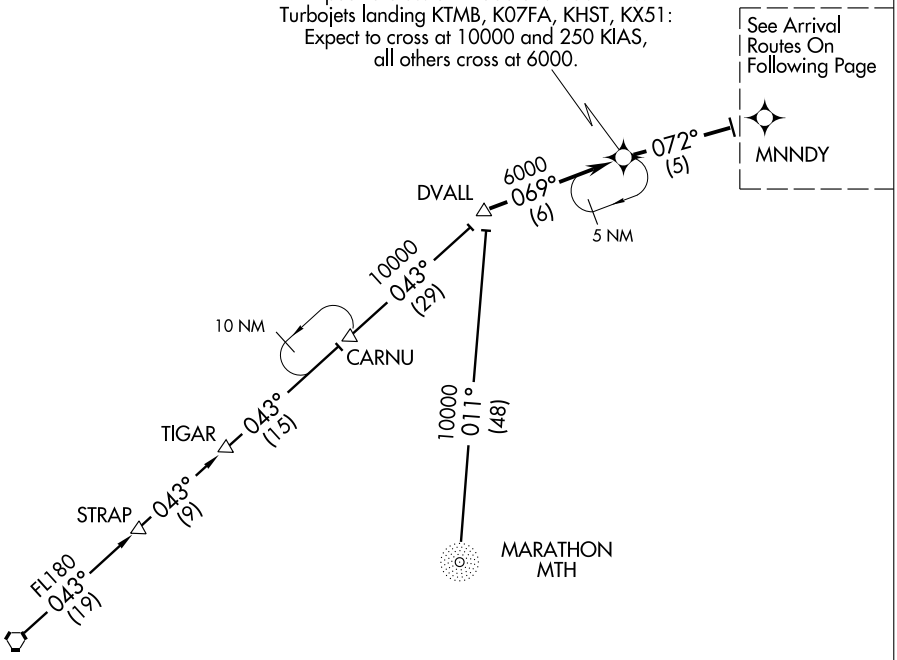
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

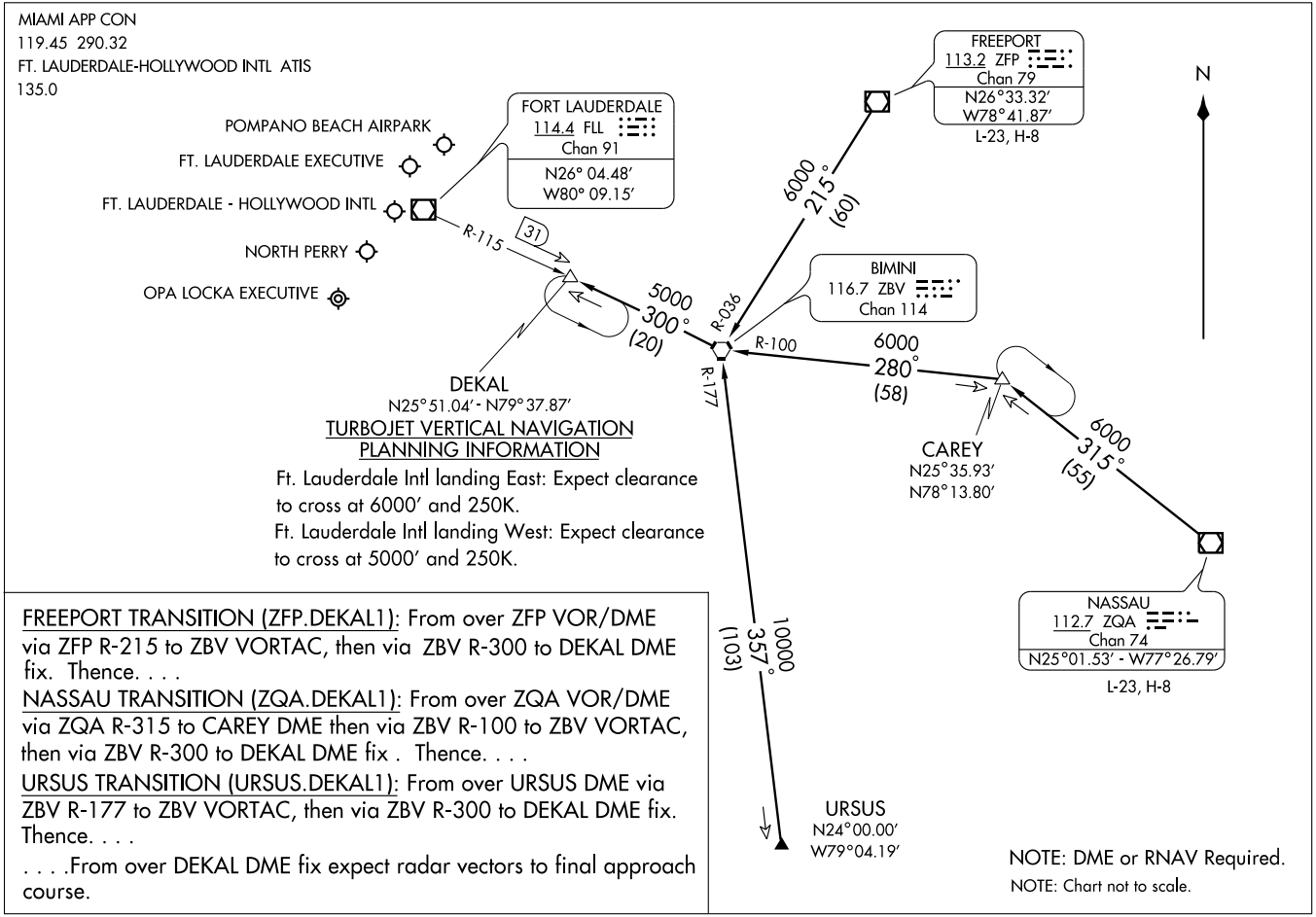
Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)



08157

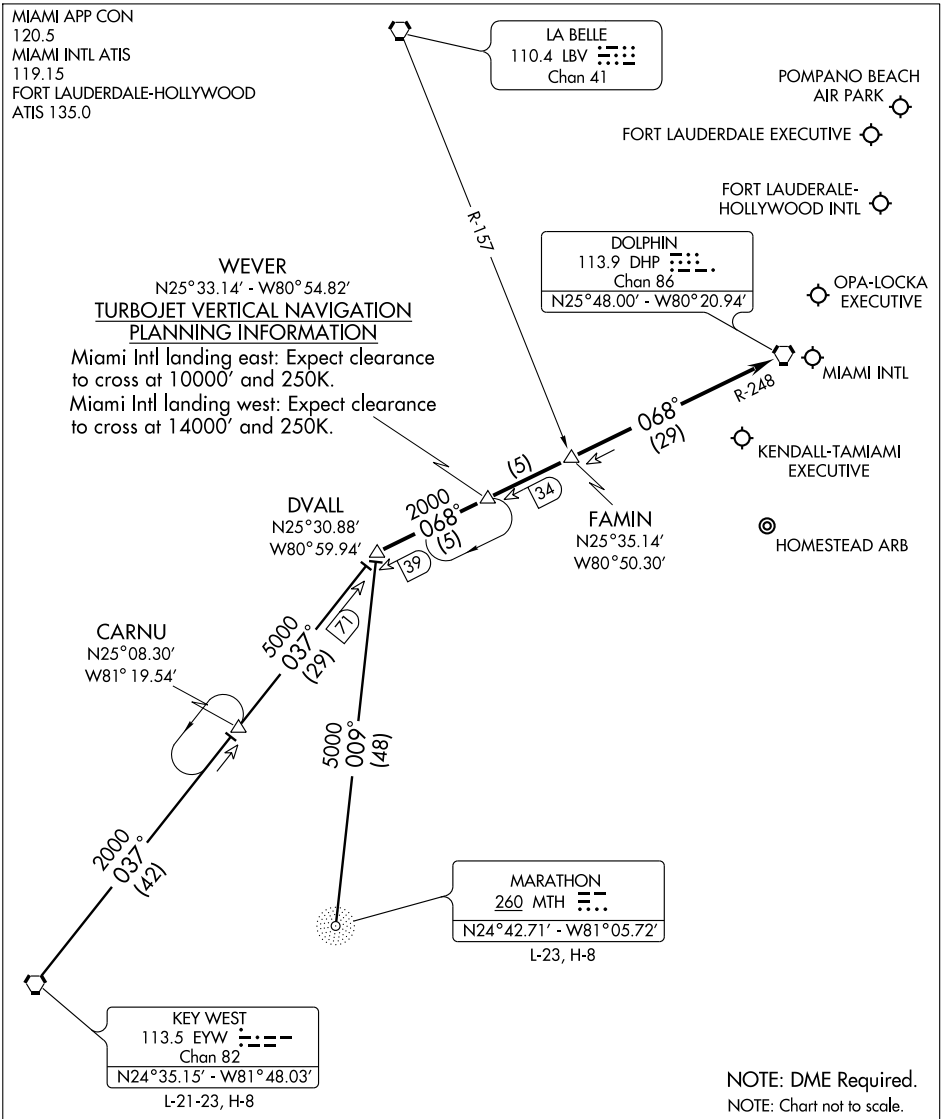
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

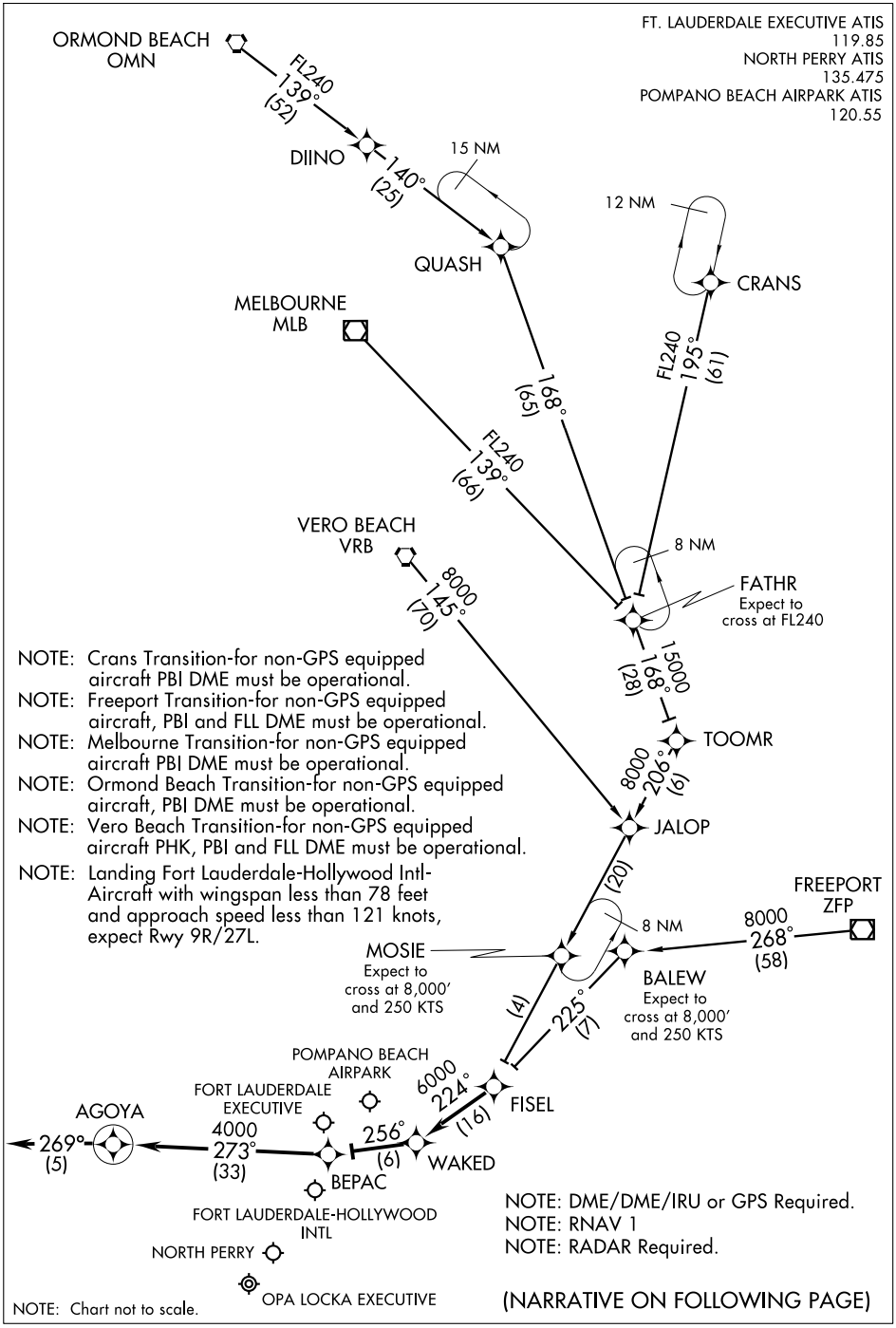
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

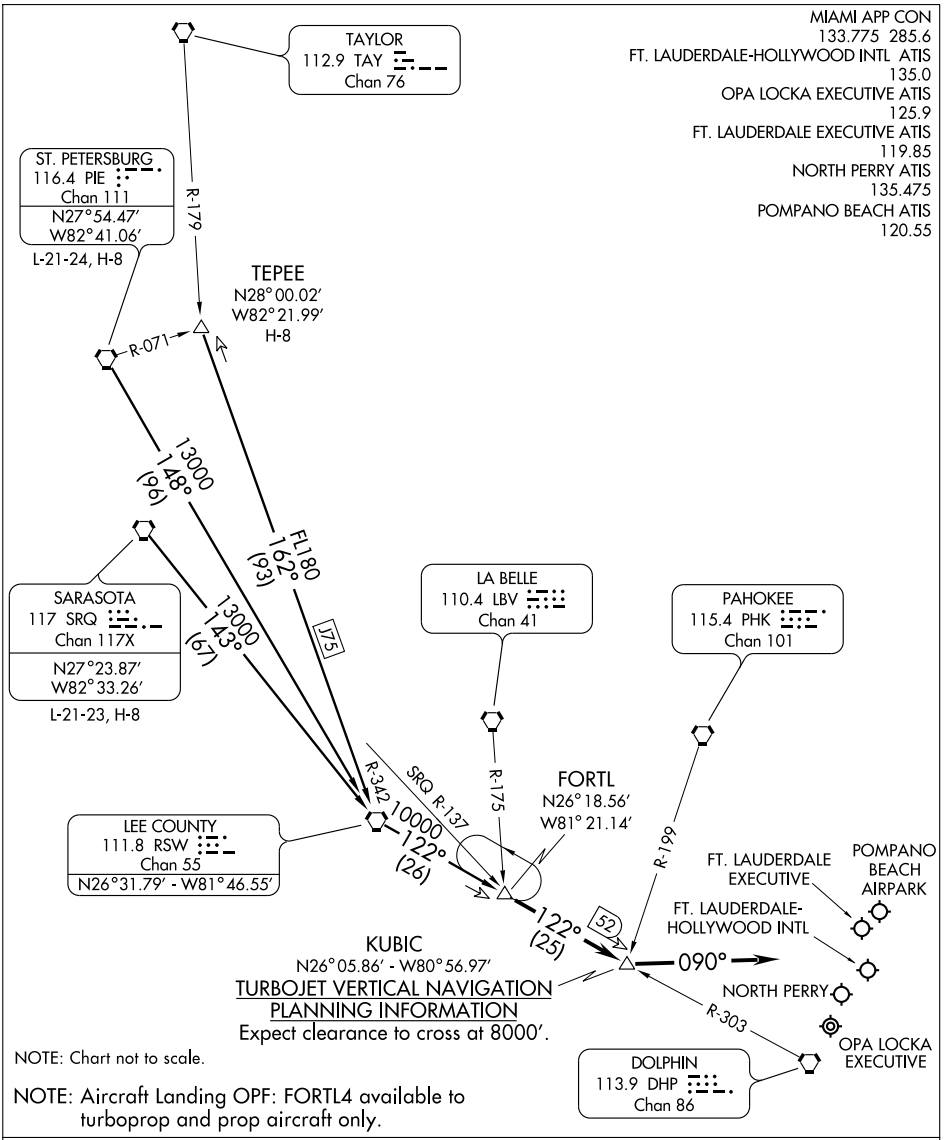
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.
Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

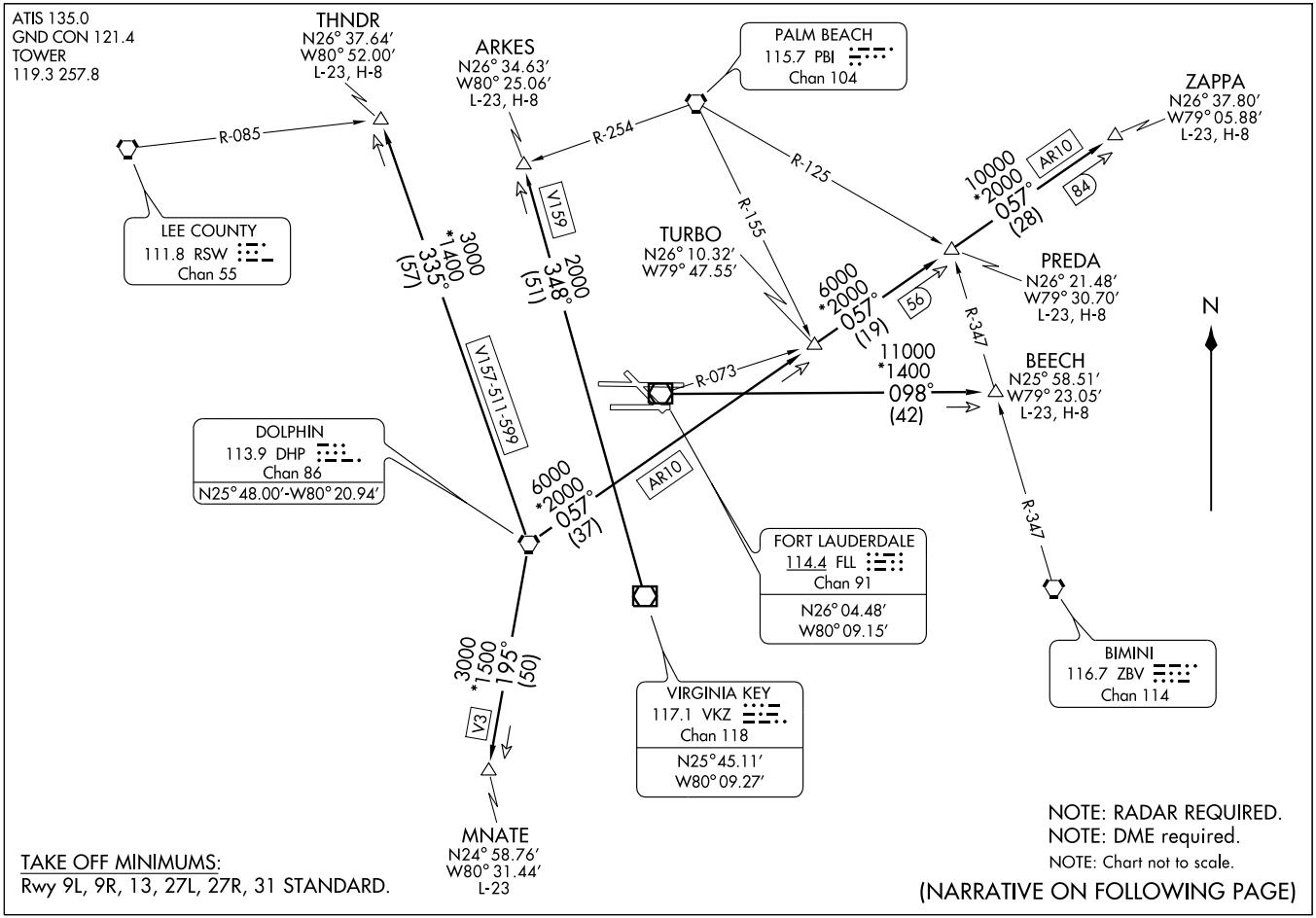
SE-3, 23 SEP 2010 to 21 OCT 2010

FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA



FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

SL-744 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence ....

TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before turning right. Thence ....

TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turning left. Thence...

TAKE-OFF RUNWAY 27R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence...

....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER , 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

NOTE: Rwy 9R: Light pole 545′ from DER 335′ left of centerline, 27′ AGL/ 41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

NOTE: Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

NOTE: Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Vehicle on road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

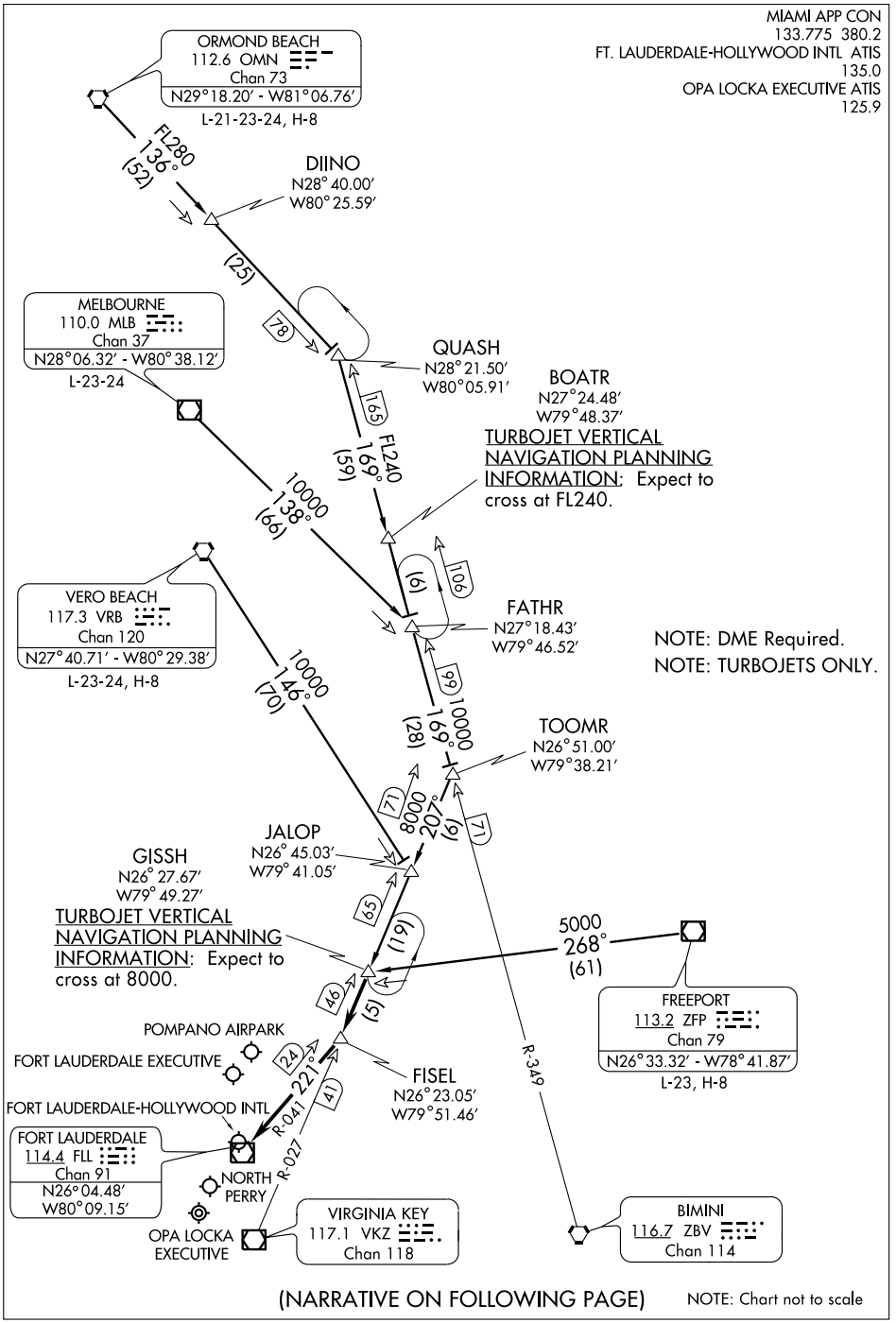
NOTE: Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/ 46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Vehicle on road 584′ from DER, 557′ right of centerline, 24′ AGL/ 33′ MSL. Mulitple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

NOTE: Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43′ MSL. Vehicle on road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-LHI	APP CRS	Rwy Idg	8423
110.1	093°	TDZE	7
Chan 38		Apt Elev	9

ILS or LOC RWY 9L

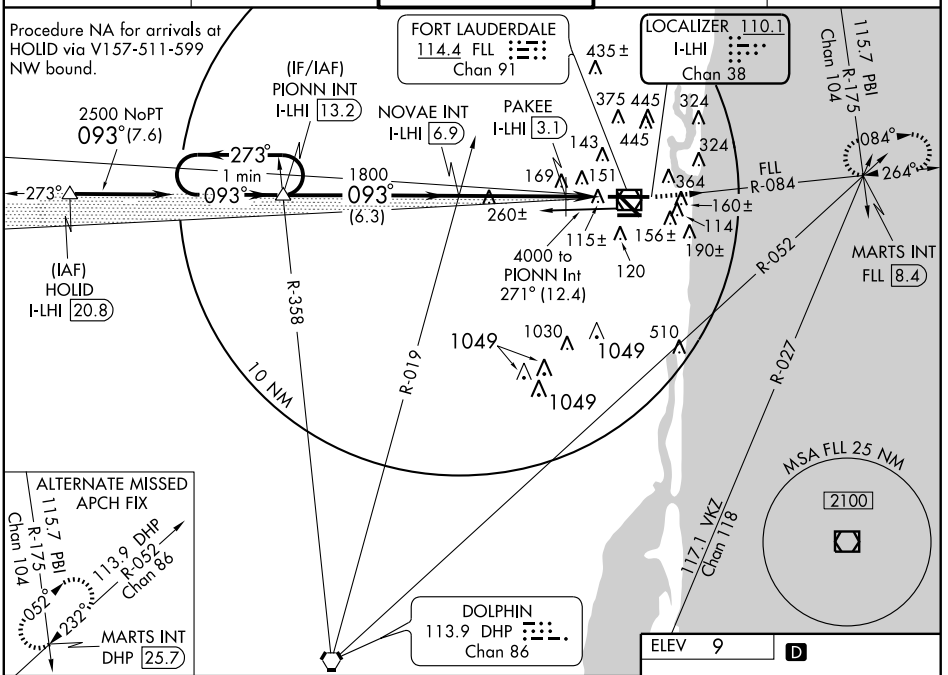
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

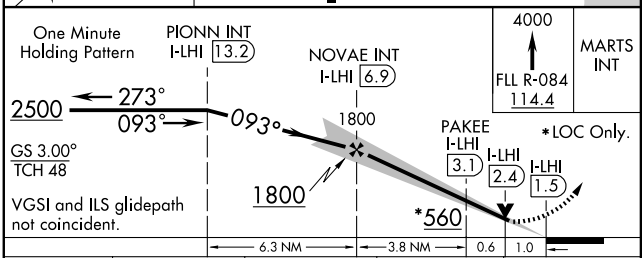
Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 9L. LOC minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B visibility to RVR 5000. PAKEE FIX minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B, C visibility to RVR 5000.

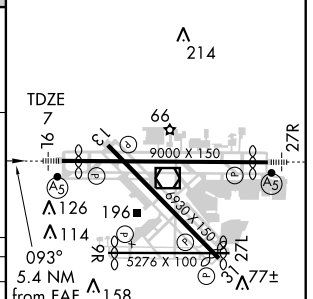
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-ILS 9L	257/40 250 (300-¾)			
S-LOC 9L	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)
PAKEE FIX MINIMUMS				
S-LOC 9L	380/40 373 (400-¾)			
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-UDL	APP CRS	Rwy Idg	8394
110.7	273°	TDZE	7
Chan 44		Apt Elev	9

ILS or LOC RWY 27R

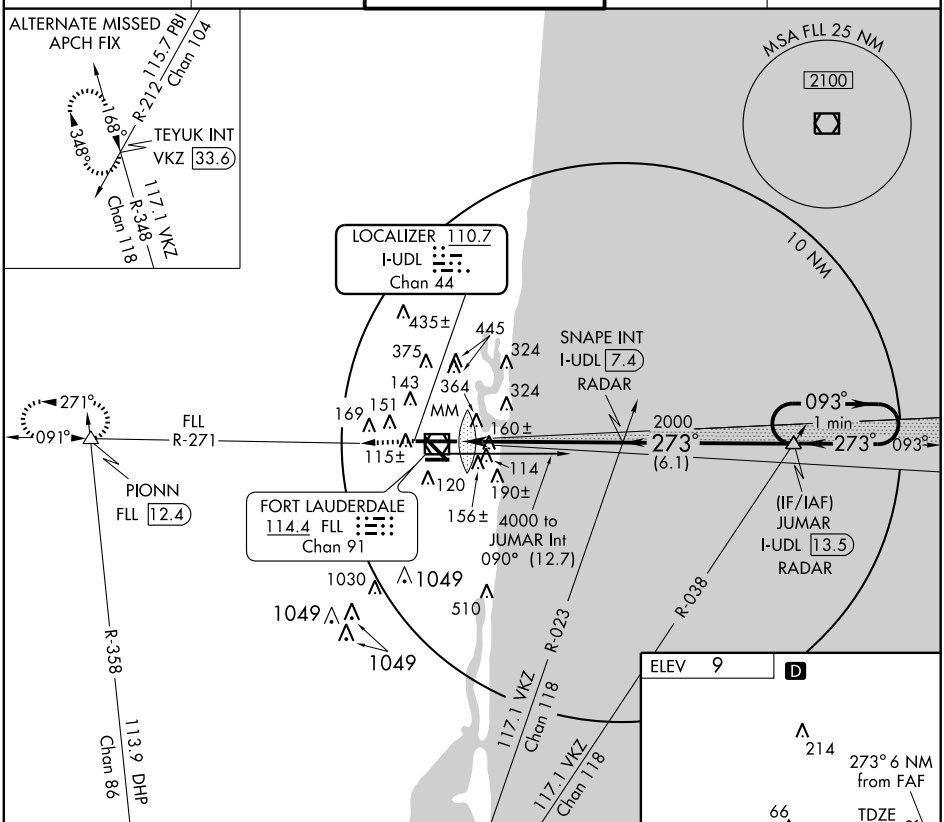
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

T A Inoperative table does not apply to S-ILS 27R. For inoperative MALSR, increase S-LOC 27R Cats. A,B visibility to RVR 5000.

MALSR (A5)

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
S-ILS 27R	257/40	250 (300-¾)		
S-LOC 27R	420/40	413 (500-¾)		
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60

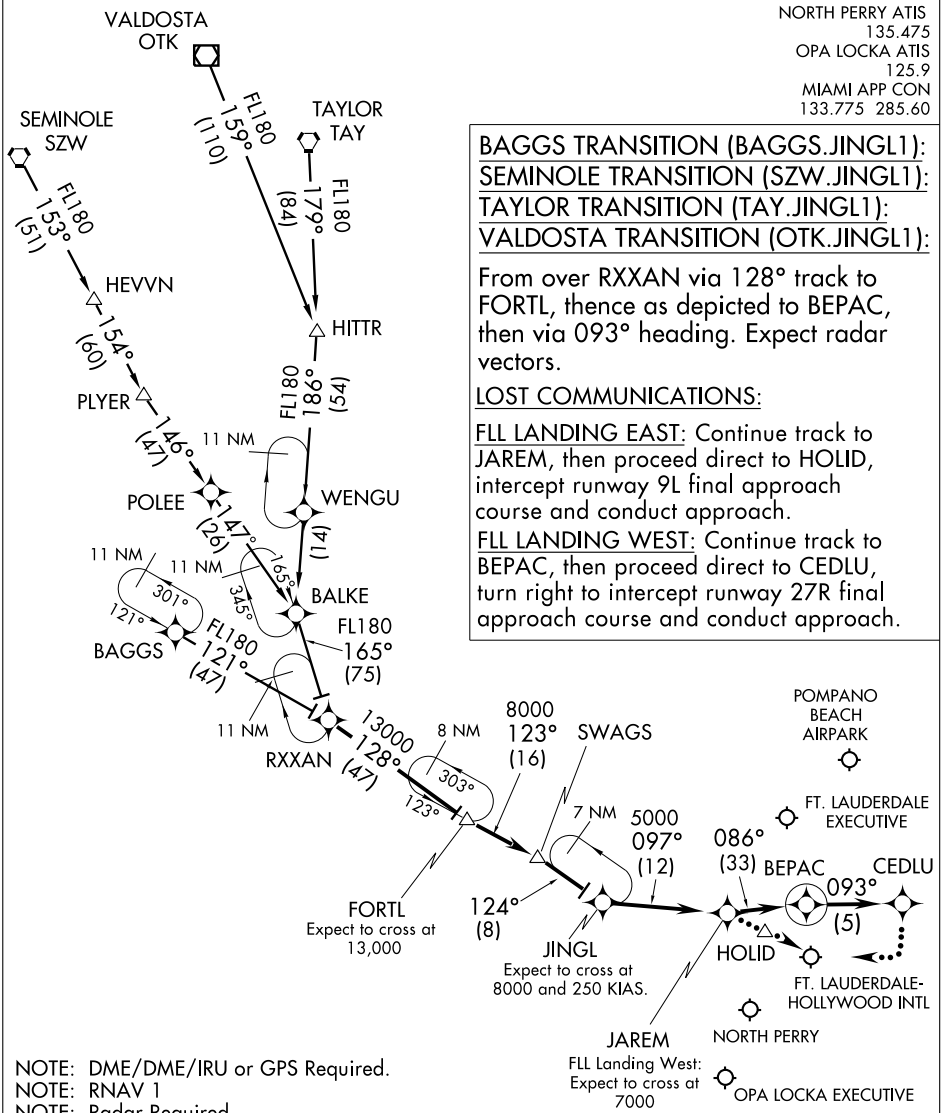
BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

LOC I-LID	APP CRS	Rwy Idg	6930
109.35	138°	TDZE	7
		Apt Elev	9

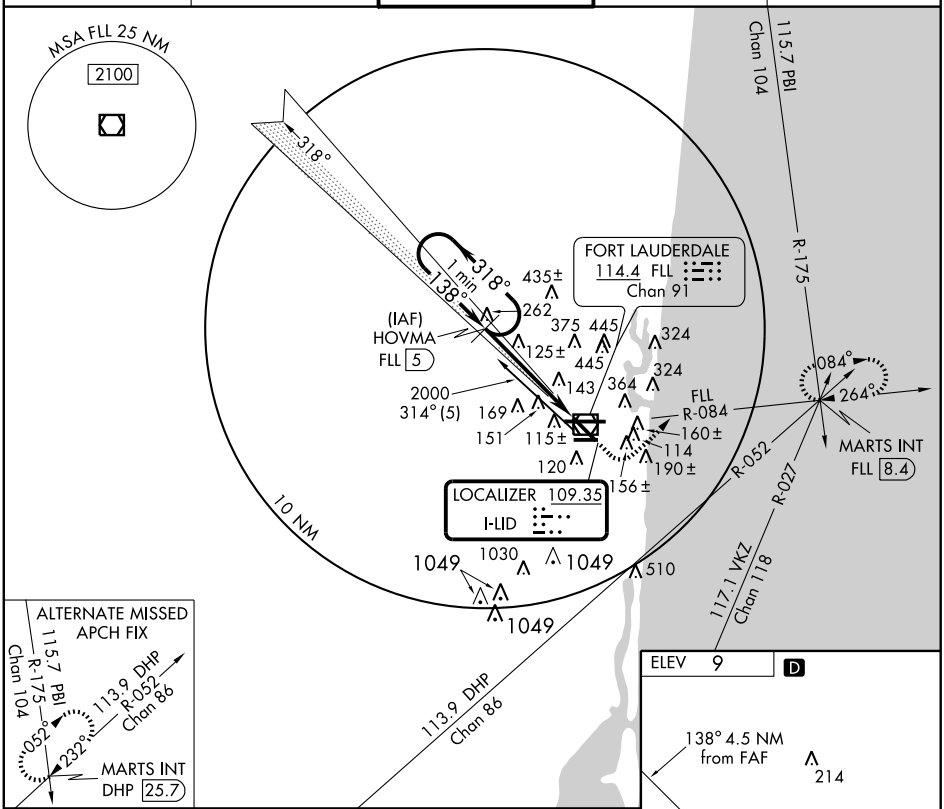
LOC/DME RWY 13

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
S-13	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-FLL	APP CRS	Rwy Idg	4956
108.5	093°	TDZE	6
		Apt Elev	9

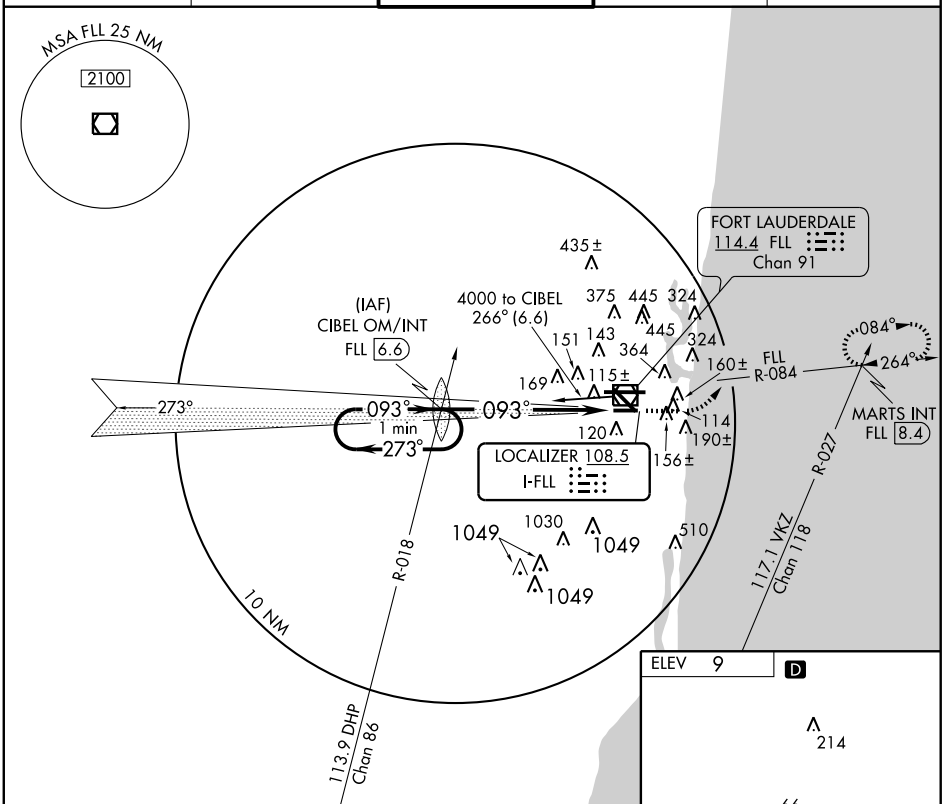
LOC RWY 9R

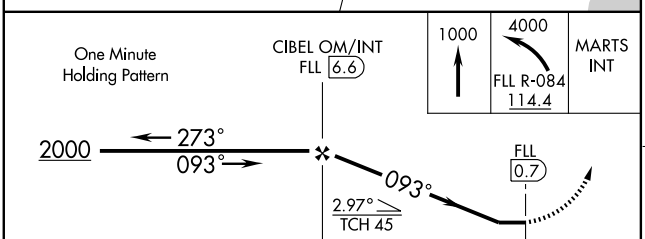
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

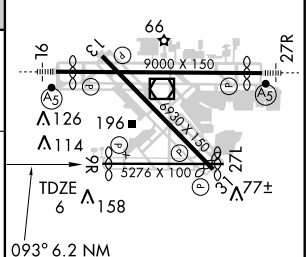
MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4

SE-3, 23 SEP 2010 to 21 OCT 2010







CATEGORY	A	B	C	D
S-9R	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	720-2¼ 711 (800-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

DEPARTURE ROUTE DESCRIPTION

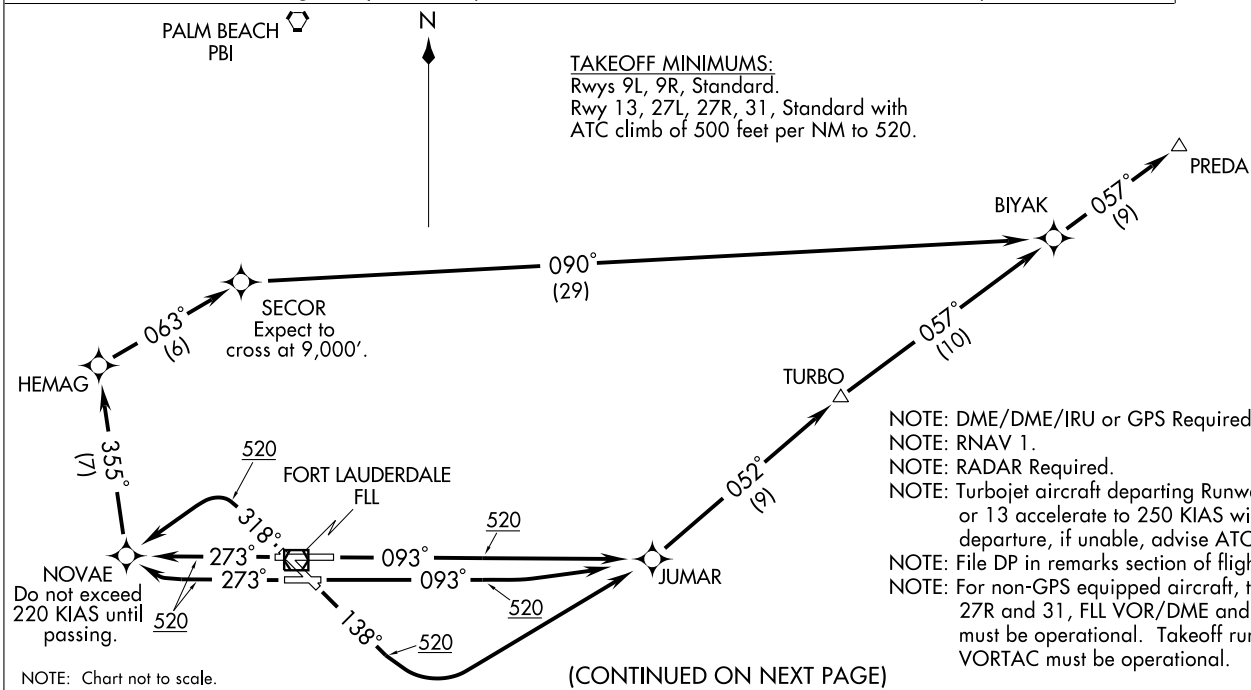
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

PALM BEACH
PBI

N

TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, or 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27R and 31, FLL VOR/DME and PBI VORTAC must be operational. Takeoff runway 27L PBI VORTAC must be operational.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

(PREDA1.PREDA) 08045
PREDA ONE DEPARTURE (RNAV)
SL-744 (FAA)
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6930
CH 53712	138°	TDZE	7
W13A		Apt Elev	9

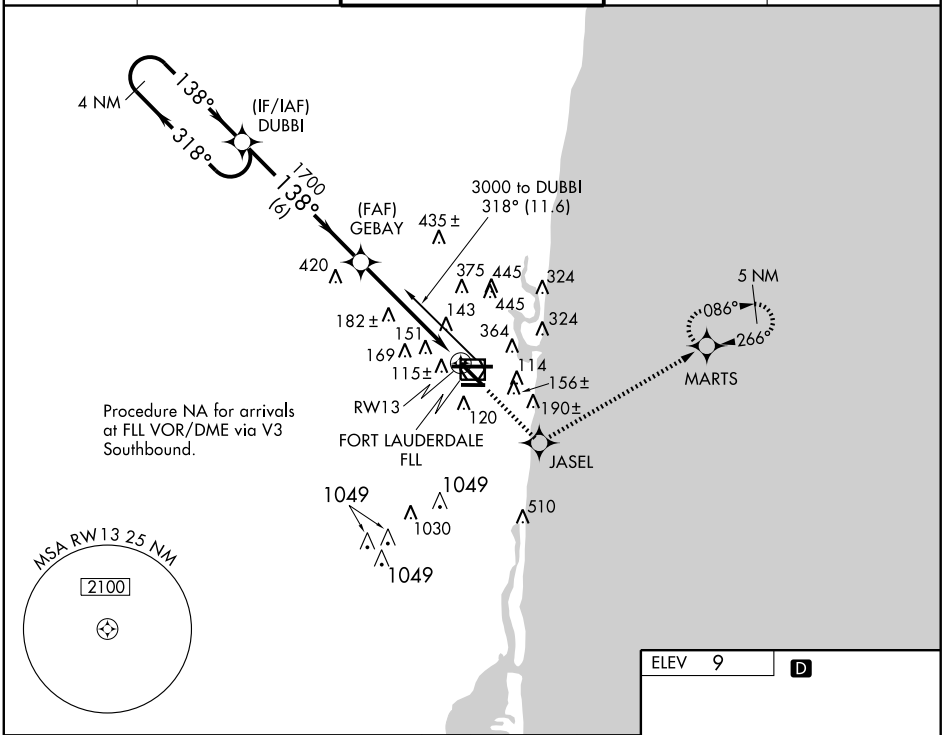
RNAV (GPS) RWY 13

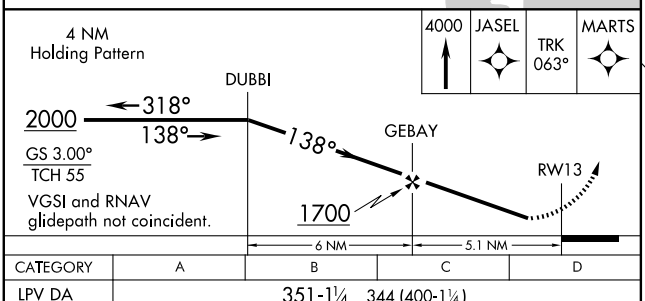
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

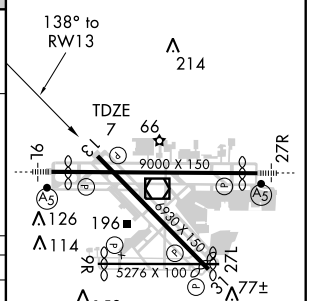
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct JASEL and via track 063° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	351-1¼ 344 (400-1¼)			
LNAV/VNAV DA	496-1¾ 489 (500-1¾)			
LNAV MDA	500-1 493 (500-1)		500-1¼ 493 (500-1¼)	500-1½ 493 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5134
CH 90313	273°	TDZE	6
W27B		Apt Elev	9

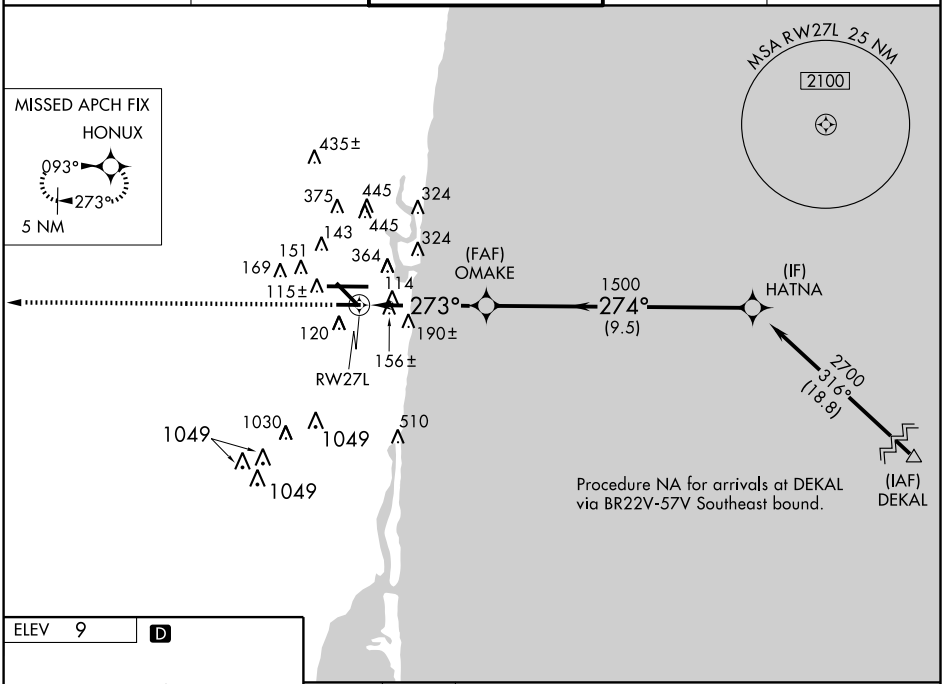
RNAV (GPS) RWY 27L

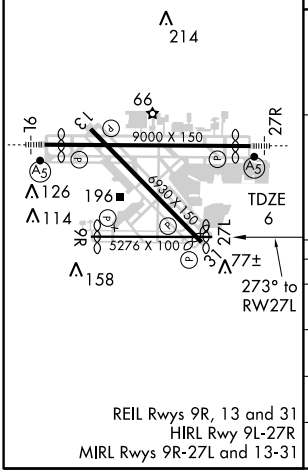
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

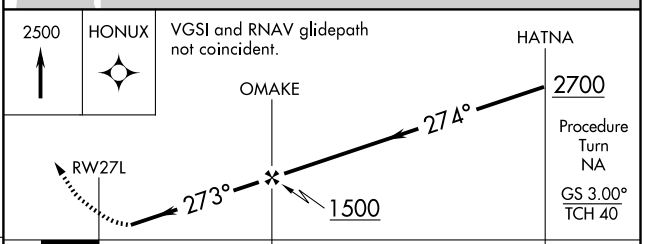
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct HONUX and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	325-1¼ 319 (400-1¼)			
LNAV/VNAV DA	632-2¼ 626 (700-2¼)			
LNAV MDA	500-1 494 (500-1)		500-1¼ 494 (500-1¼)	500-1½ 494 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6860
CH 69600	318°	TDZE	9
W31A		Apt Elev	9

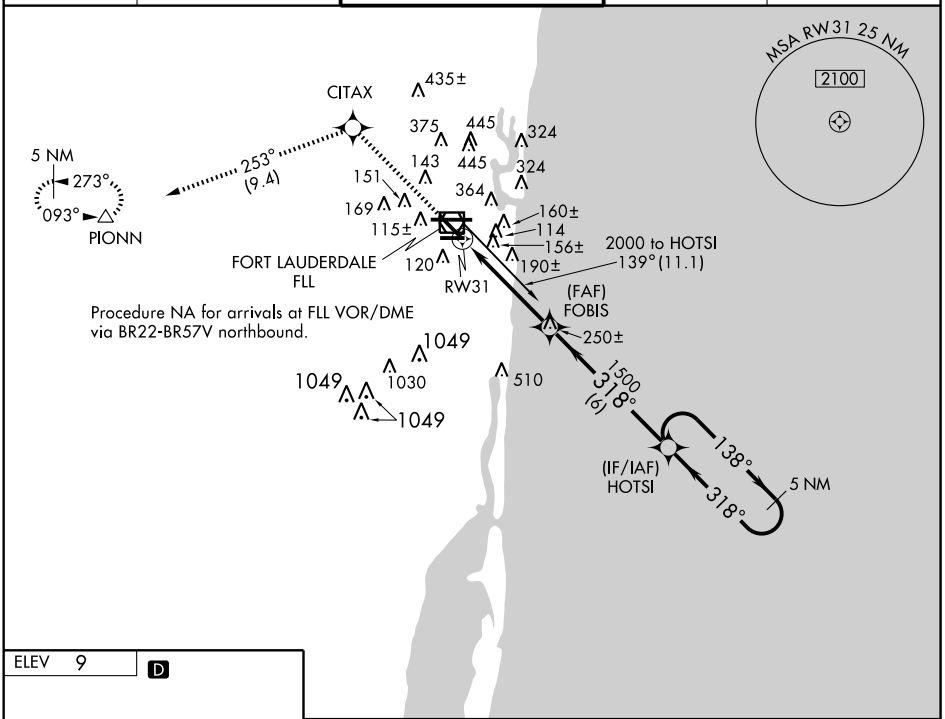
RNAV (GPS) RWY 31

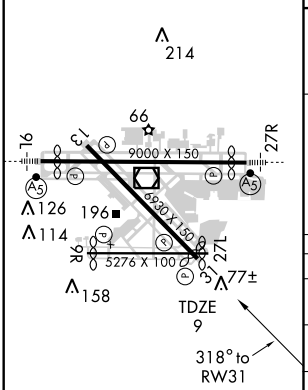
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

T A W DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (119°F). When VGSI inop, procedure NA at night.

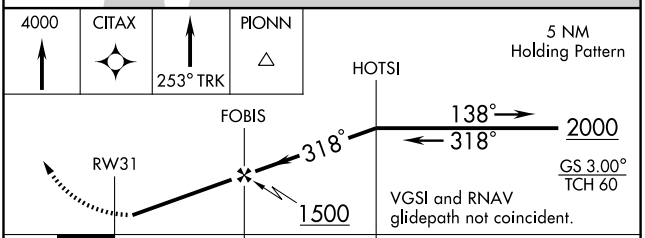
MISSED APPROACH: Climb to 4000 direct CITAX and via 253° track to PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31



CATEGORY	A	B	C	D
LPV DA	307-1 298 (300-1)			
LNAV/VNAV DA	506-1¾ 497 (500-1¾)			
LNAV MDA	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4956
CH 90118	093°	TDZE	6
W09B		Apt Elev	9

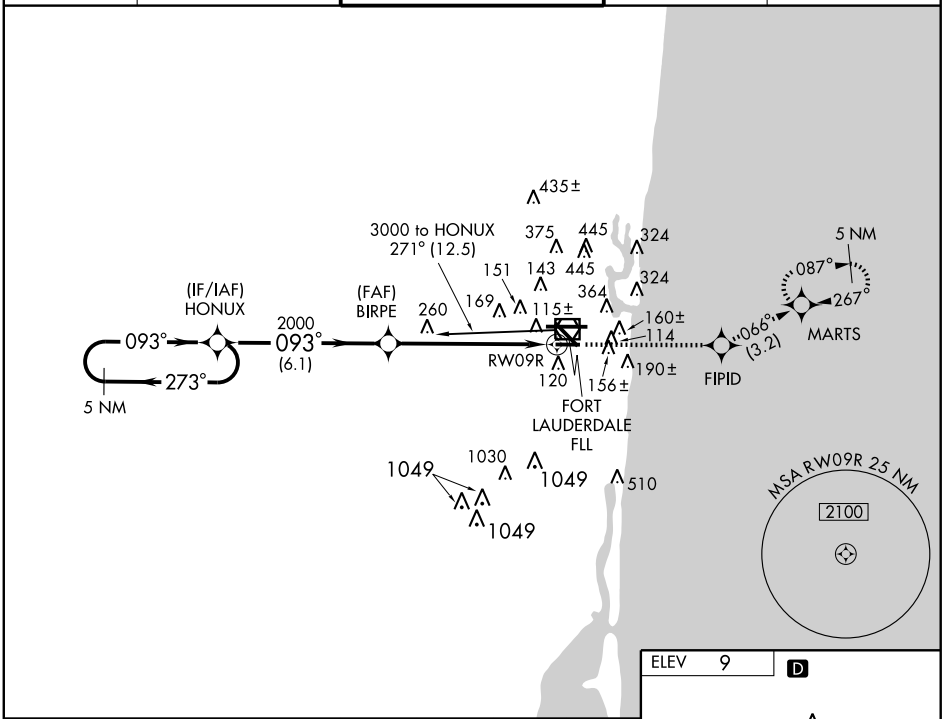
RNAV (GPS) Y RWY 9R

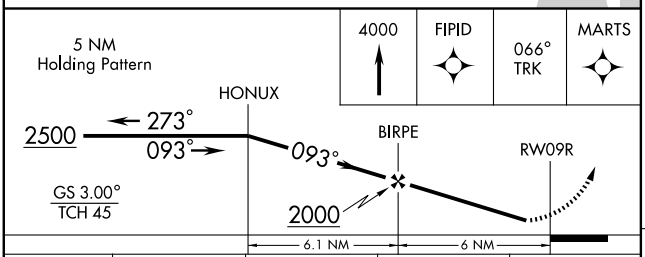
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

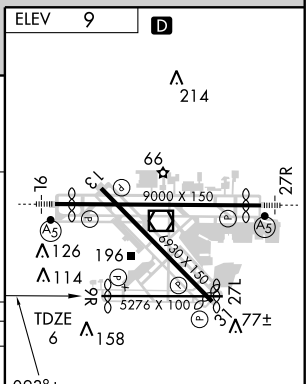
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct FIPID and via 066° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	334-1¼ 328 (400-1¼)			
LNAV/VNAV DA	452-1½ 446 (500-1½)			
LNAV MDA	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1½ 671 (700-1½)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8394
CH 61002	273°	TDZE	7
W27A		Apt Elev	9

RNAV (GPS) Y RWY 27R

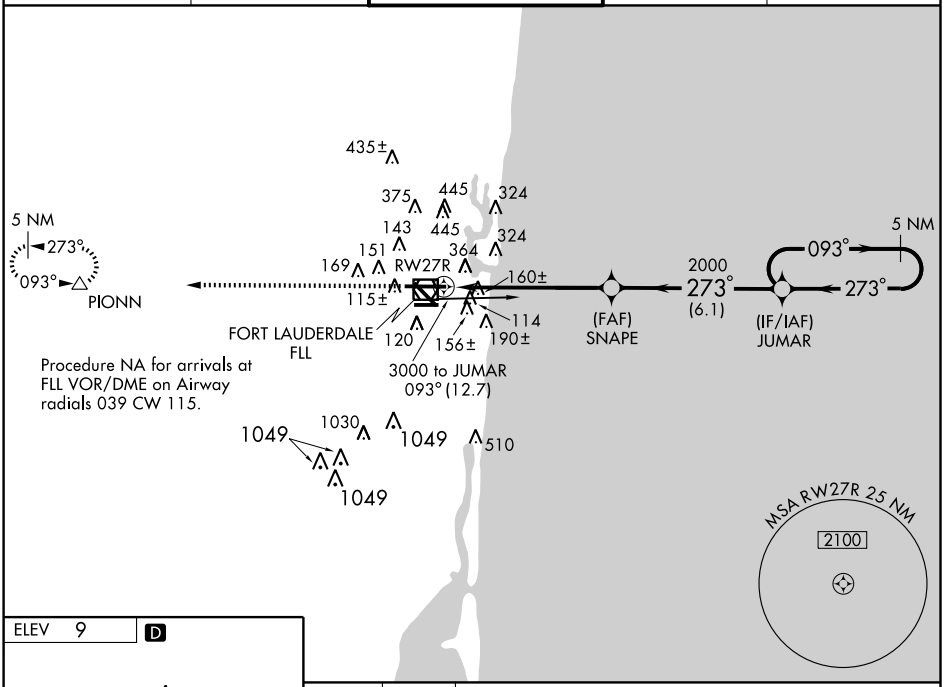
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

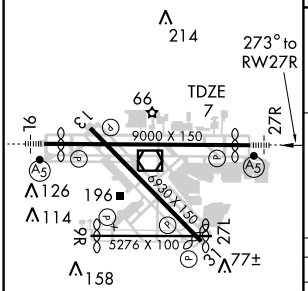
For inoperative MALSR, increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA.

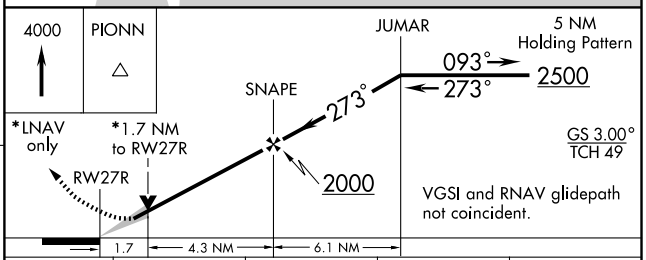
MALSR

MISSED APPROACH: Climb to 4000 direct PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	704-2 697 (700-2)			
LNAV MDA	620/40 613 (700-¾)		620/60 613 (700-1¼)	620-1½ 613 (700-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8423
CH 48902	093°	TDZE	7
W09A		Apt Elev	9

RNAV (GPS) Z RWY 9L

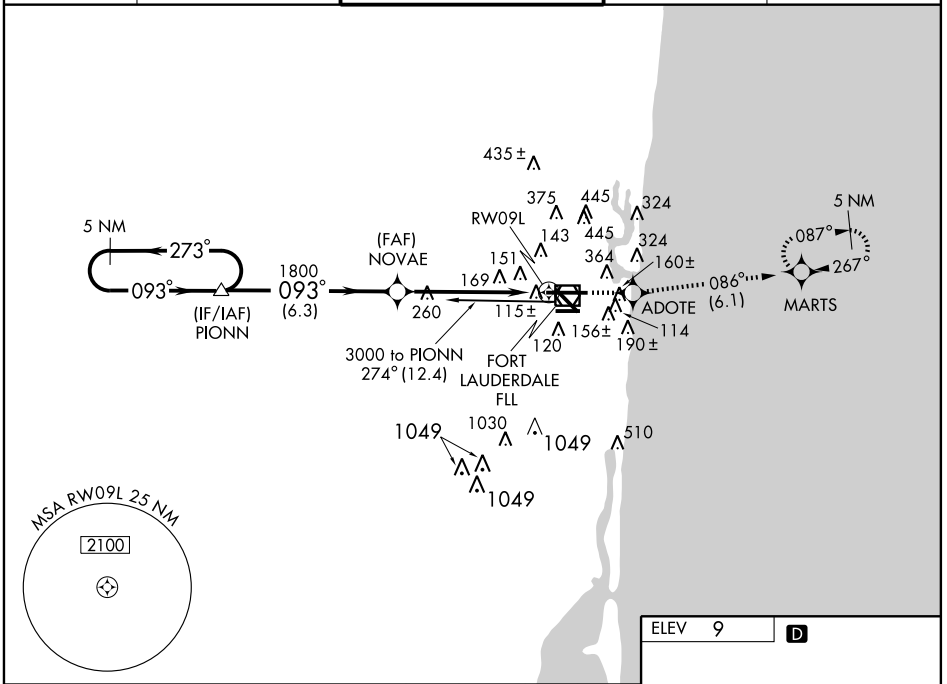
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

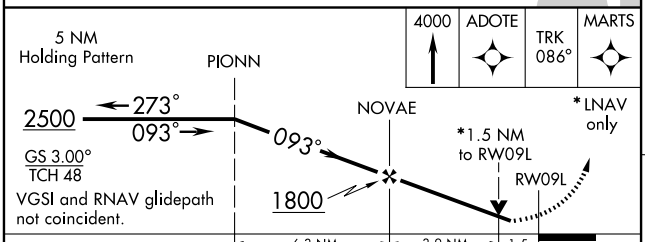
T For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000, LNAV visibility Cats. A and B to RVR 5000.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

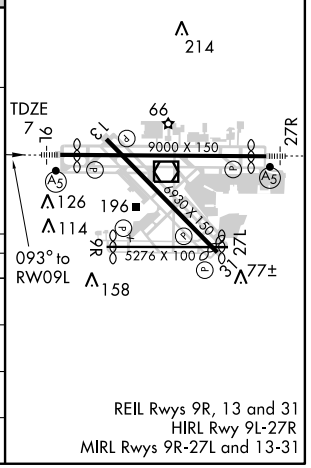
MISSED APPROACH: Climb to 4000 direct ADOTE and via 086° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	484/60 477 (500-1¼)			
LNAV MDA	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8423
093°	TDZE	7
	Apt Elev	9

RNAV (RNP) Y RWY 9L

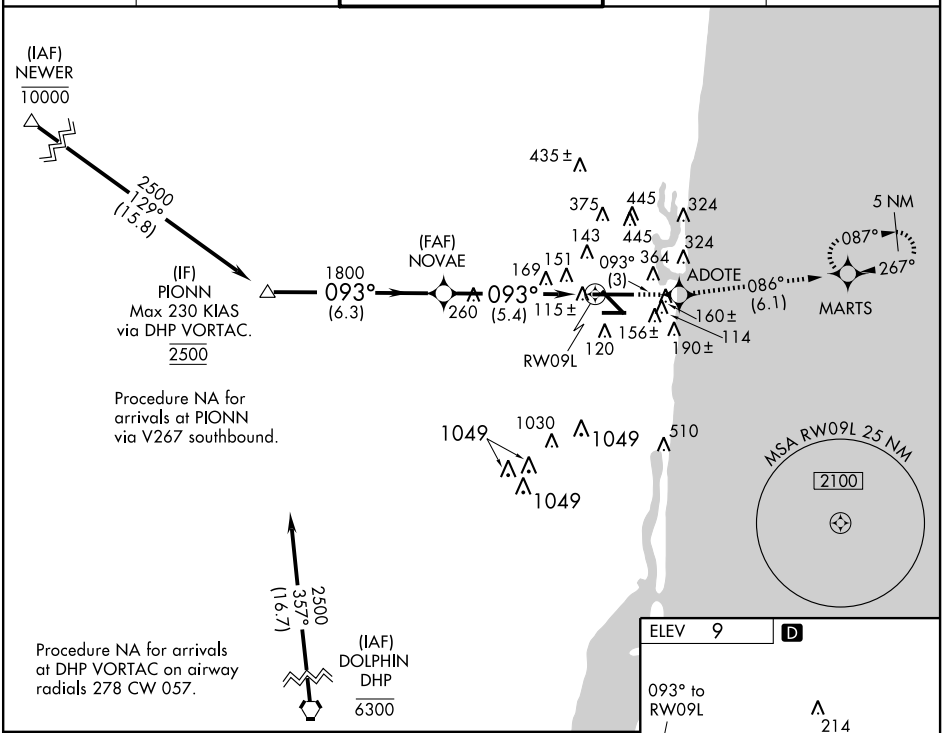
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

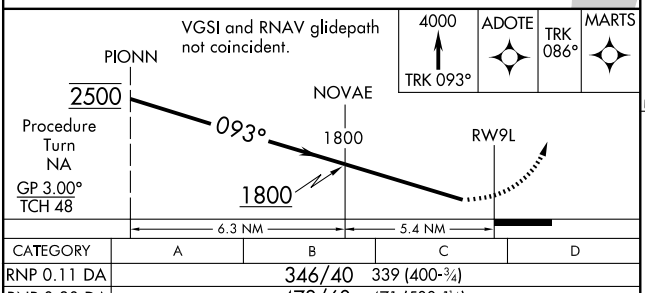
GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below 4° C (40° F) or above 48° C (119° F). Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 4000 via track 093° to ADOTE and via track 086° to MARTS and hold, continue climb-in-hold to 4000.

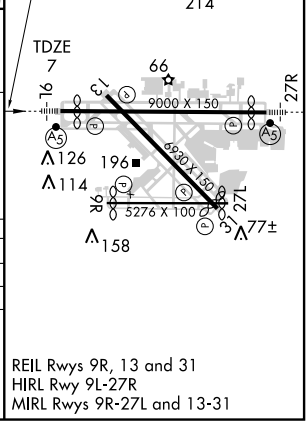
ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
RNP 0.11 DA	346/40		339 (400-¾)	
RNP 0.30 DA	478/60		471 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4956
093°	TDZE	6
	Apt Elev	9

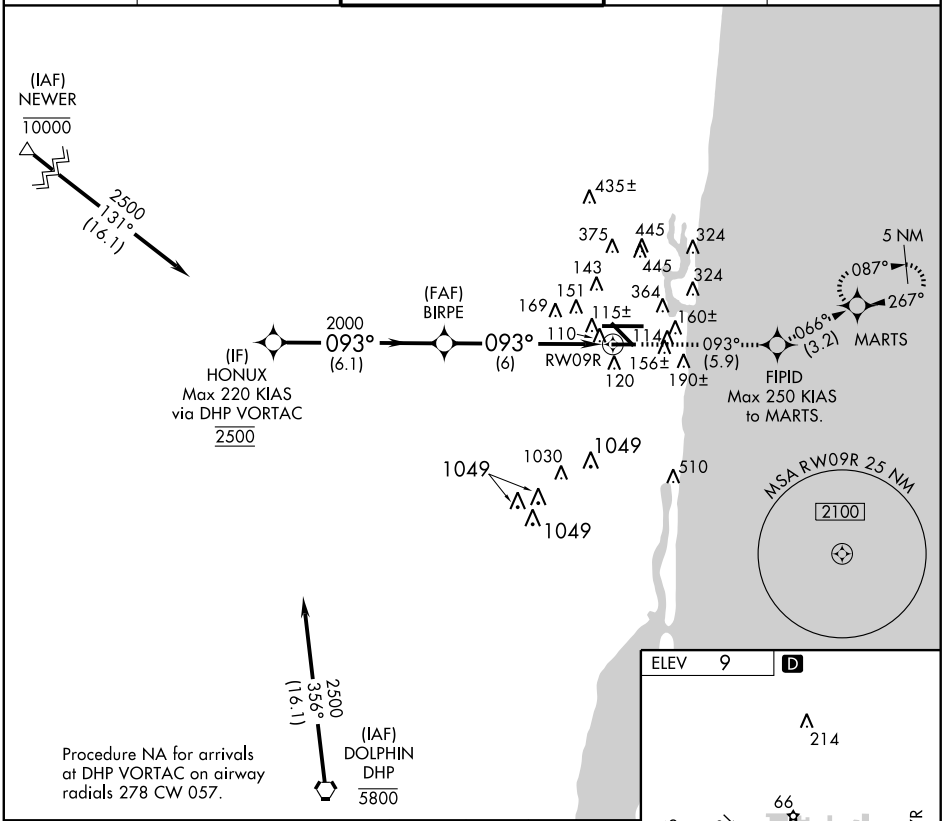
RNAV (RNP) Z RWY 9R

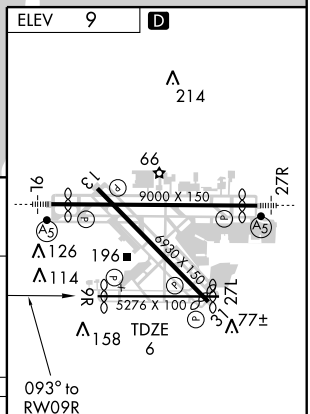
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

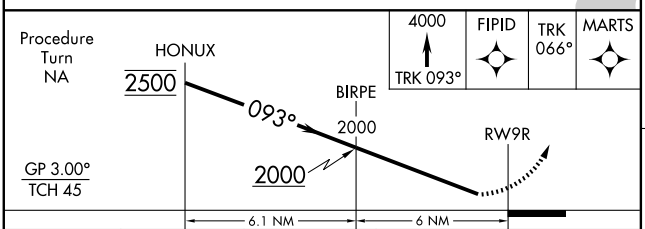
GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Visibility reduction by helicopters NA. *When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 via track 093° to FIPID and via track 066° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
RNP 0.11 DA		321-1	315 (400-1)	
RNP 0.30 DA*		422-1½	416 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8394
273°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 27R

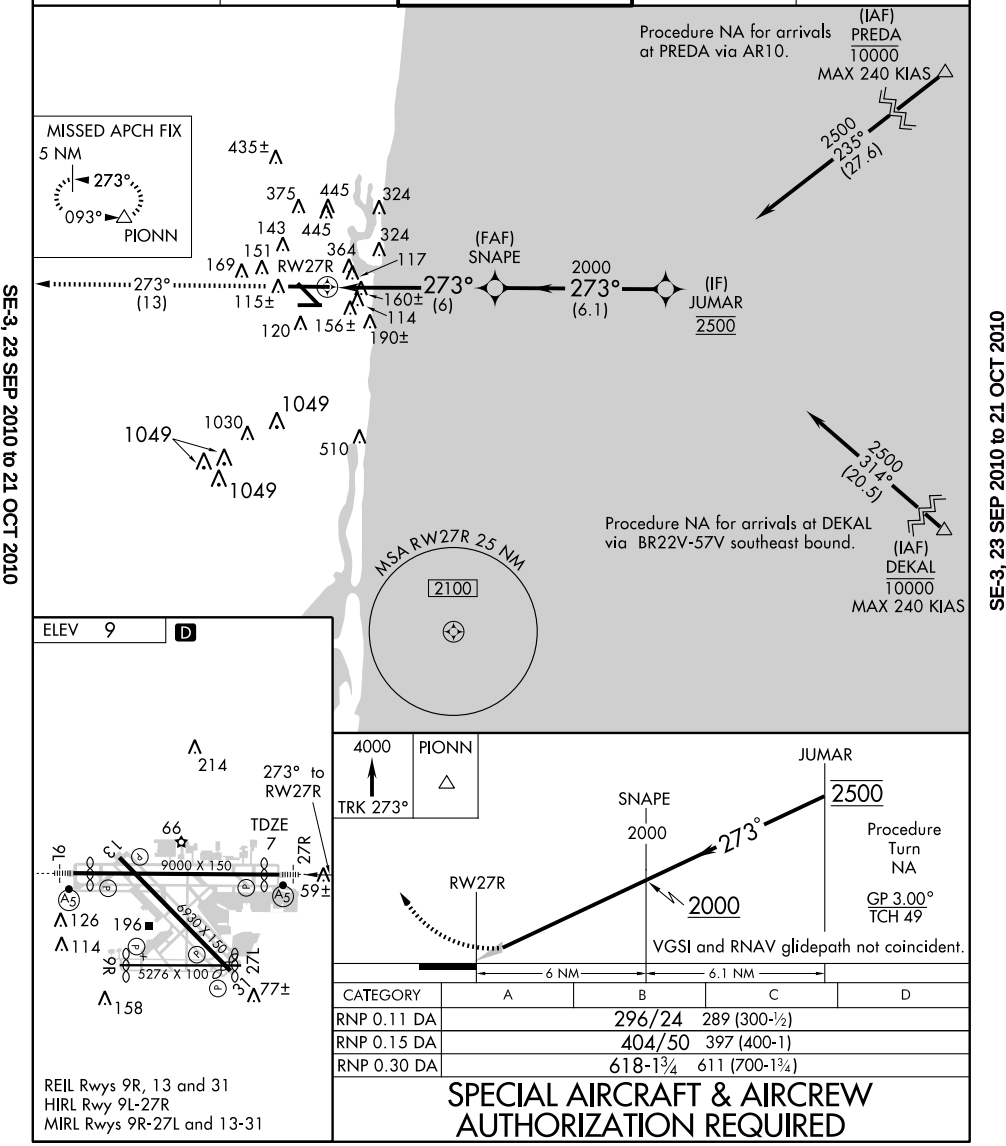
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 4000 via track 273° to PIONN and hold, continue climb in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
RNP 0.11 DA	296/24	289 (300-½)		
RNP 0.15 DA	404/50	397 (400-1)		
RNP 0.30 DA	618-1¾	611 (700-1¾)		

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

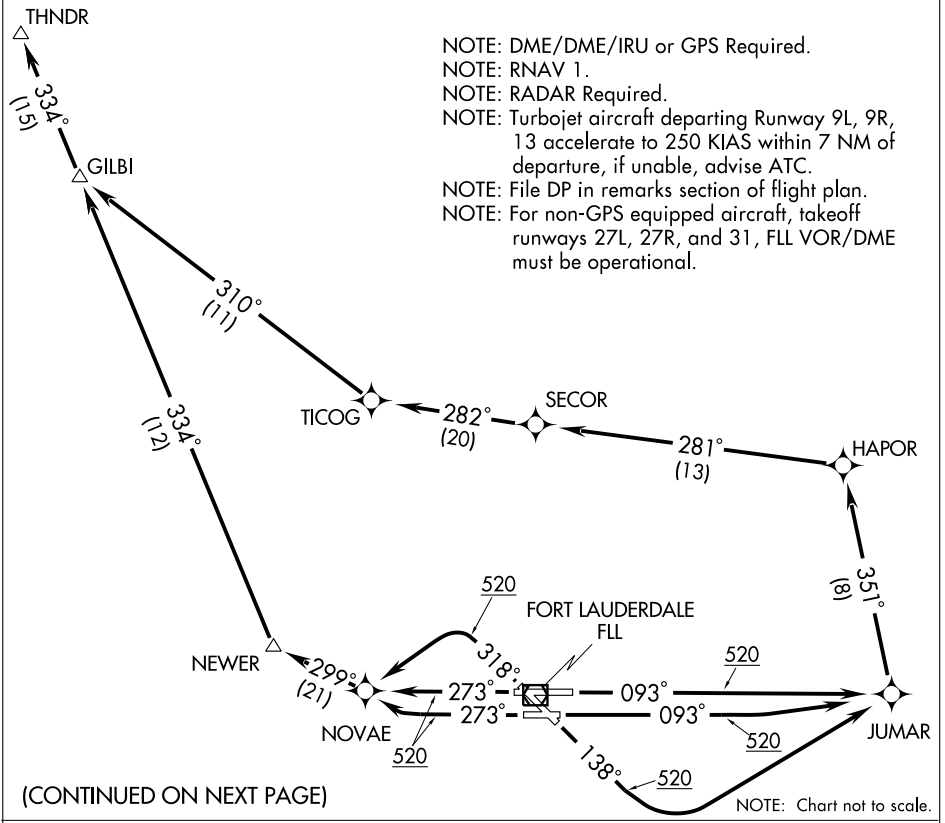
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

THNDR ONE DEPARTURE (RNAV)

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

TAKEOFF MINIMUMS:
Rwys 9L, 9R,27L, 27R, Standard.
Rwy 13, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27L, 27R, and 31, FLL VOR/DME must be operational.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

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VOR/DME FLL	APP CRS	Rwy Idg	8394
114.4	263°	TDZE	7
Chan 91		Apt Elev	9

VOR RWY 27R

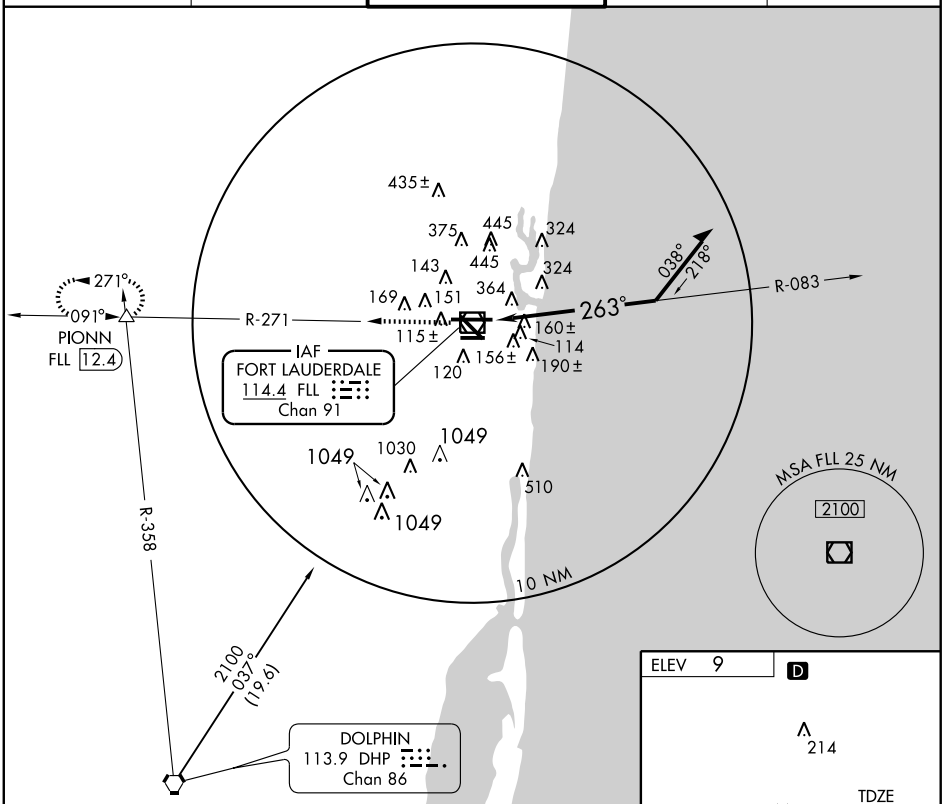
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

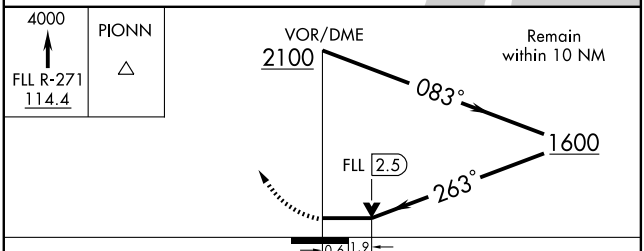
For inoperative MALSR, increase Cats. A and B visibility to RVR 5000.

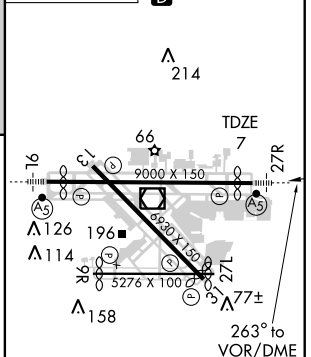
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







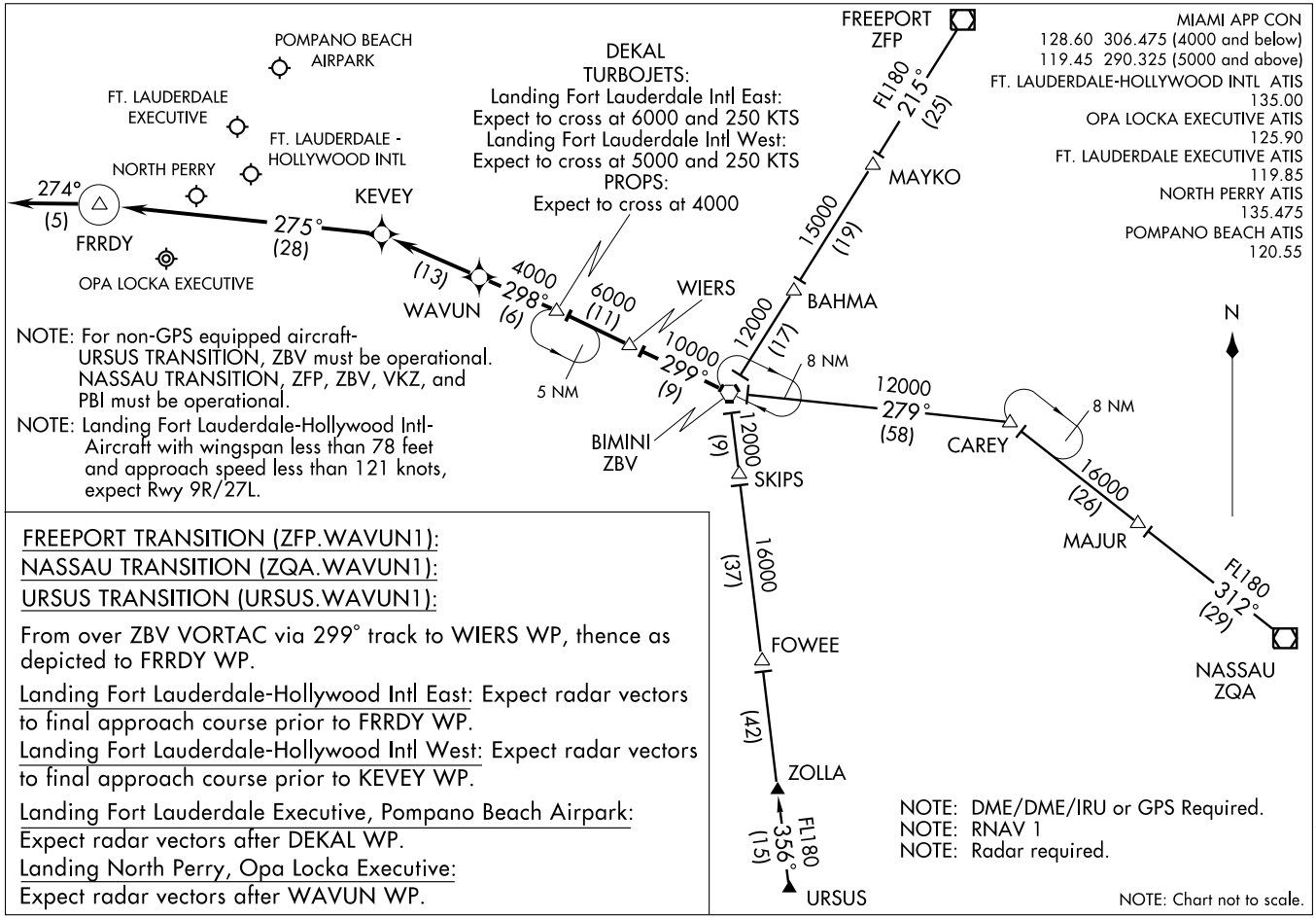
CATEGORY	A	B	C	D
S-27R	680/40	673 (700-¾)	680-1½ 673 (700-1½)	680-1¾ 673 (700-1¾)
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



MIAMI APP CON
128.60 306.475 (4000 and below)
119.45 290.325 (5000 and above)
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.00
OPA LOCKA EXECUTIVE ATIS
125.90
FT. LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
POMPANO BEACH ATIS
120.55

NOTE: For non-GPS equipped aircraft-
URSUS TRANSITION, ZBV must be operational.
NASSAU TRANSITION, ZFP, ZBV, VKZ, and PBI must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-
Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

FREEPORT TRANSITION (ZFP.WAVUN1):
NASSAU TRANSITION (ZQA.WAVUN1):
URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar required.

NOTE: Chart not to scale.

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

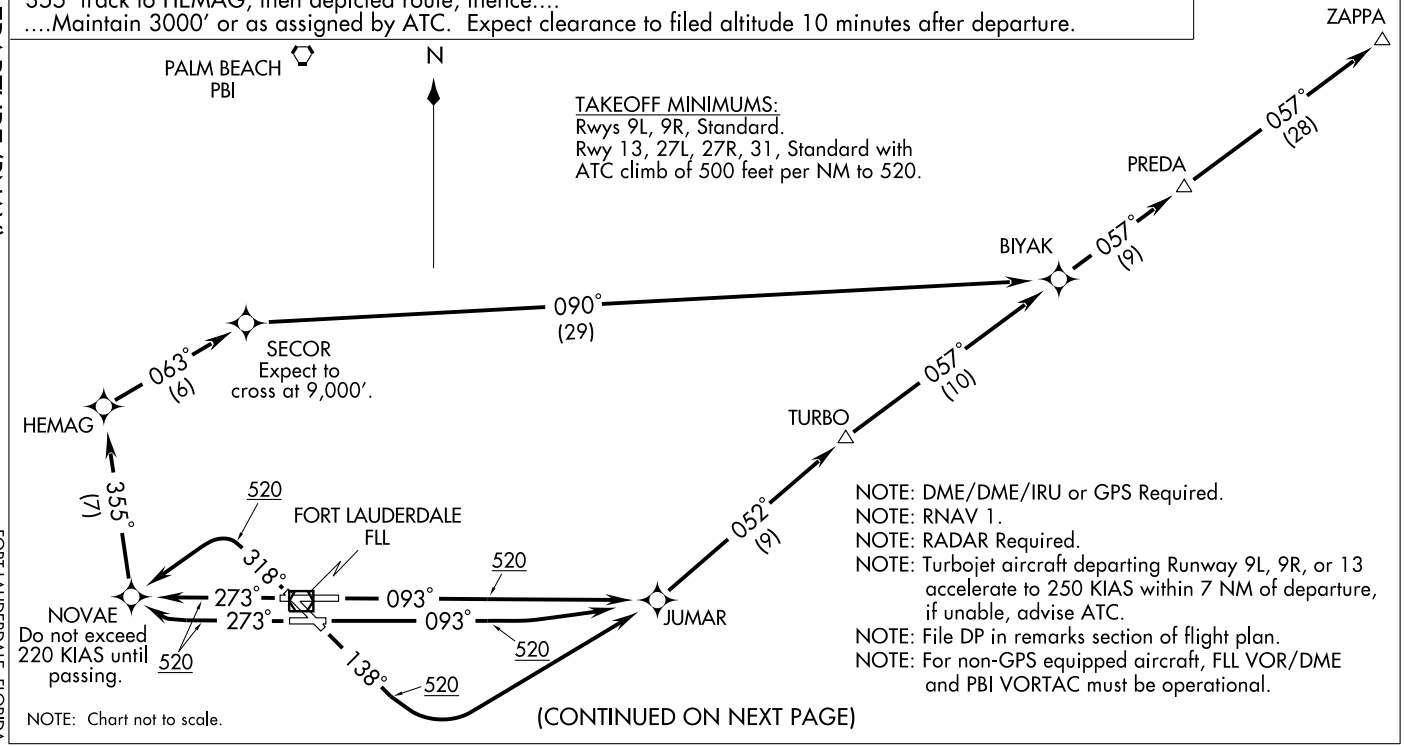
WAVUN ONE ARRIVAL (RNAV)
(WAVUN.WAVUN1) 08157
FORT LAUDERDALE, FLORIDA

ZAPPA ONE DEPARTURE (RNAV)
(ZAPPA1.ZAPPA) 08045
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then depicted route, thence....
....Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05



(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

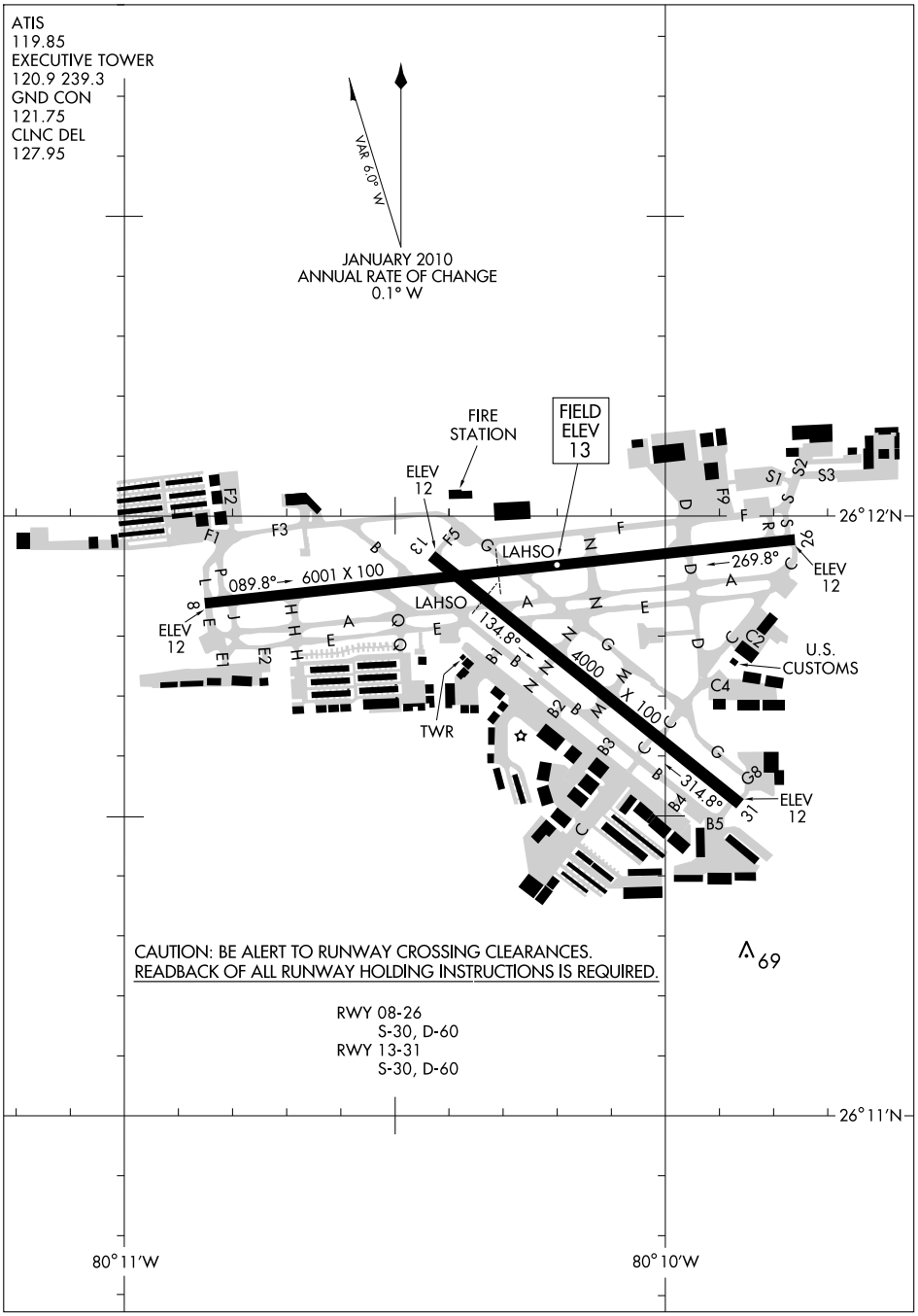
Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.
Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.
Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/95' MSL.
Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.
Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5942 (FAA)

FORT LAUDERDALE EXECUTIVE (FXE)
FORT LAUDERDALE, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

FT LAUDERDALE EXECUTIVE (FXE) 5 N UTC−5(−4DT) N26°11.84′ W80°10.24′

MIAMI

13 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks LRA NOTAM FILE FXE

H–8I, L–23C, A

RWY 08–26: H6001X100 (ASPH–GRVD) S–30, D–60 HIRL

IAP, AD

RWY 08: MALSR. PAPI(P4L)—GA 3.0° TCH 44′. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.25° TCH 28′. Bldg.

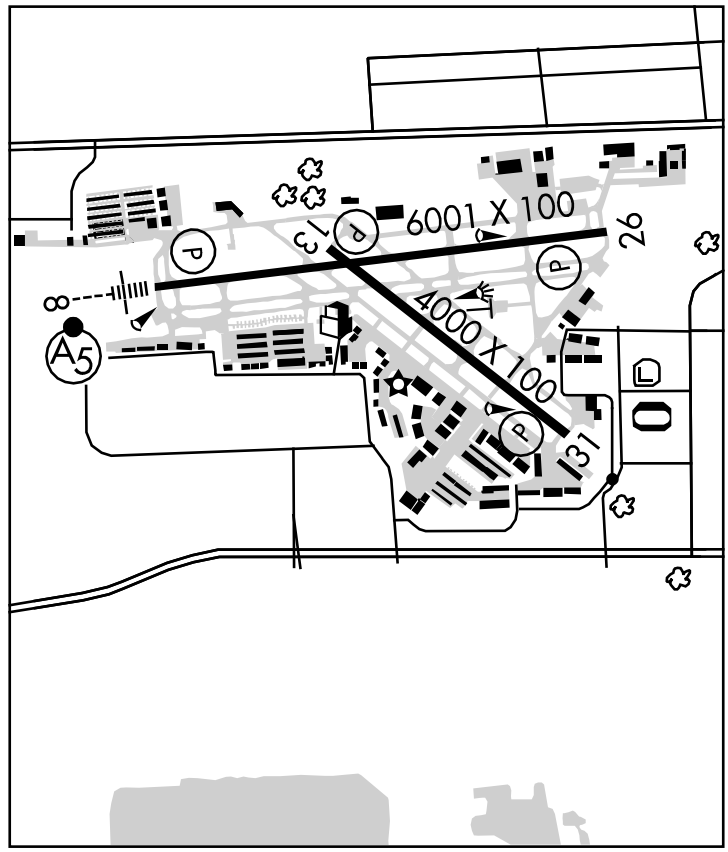
RWY 13–31: H4000X100 (ASPH–GRVD) S–30, D–60 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 40′. Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.25° TCH 48′.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	13–31	3000
RWY 31	08–26	3250



AIRPORT REMARKS: Attended continuously. Flocks of birds on and invof arpt. Rwy 13–31 CLOSED 0300–1200Z‡ when Rwy 08–26 is operational full length. Portions of Rwy 31 run–up area (W of Twy B) are not visible from the twr. Taxilane C (SW of Twy B) is a non–controlled operational area. Req progressive taxi if unfamiliar. TPA—for lgt acft 1013(1000); jet acft 1513(1500); helicopters 513(500). 126 ft building 1 mile E of arpt along Rwys 08–26 centerline. All acft operators avoid overflights of residential area one–half mile SW of control twr. All rwys noise sensitive and monitored 24 hrs. Jet runups prohibited 0000–1200Z‡. Voluntary restriction of jet acft on Rwy 13–31. Rwy 26 nighttime preferential use rwy. Req Quiet One departure for Rwy 08 eastbound 0300–1200Z‡. Voluntary use of National Business Acft Association standard noise abatement procedure req. For noise abatement procedure call 954–828–4978 during business hrs and 954–828–6666 evenings and weekends. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (954) 772–2537. LAWRS.

COMMUNICATIONS: ATIS 119.85 **UNICOM** 122.95

Ⓡ **MIAMI APP/DEP CON** 119.7 (Usable 4000′ and below.)

EXECUTIVE TOWER 120.9 **GND CON** 121.75 **CLNC DEL** 127.95

AIRSPACE: CLASS D svc continuously.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

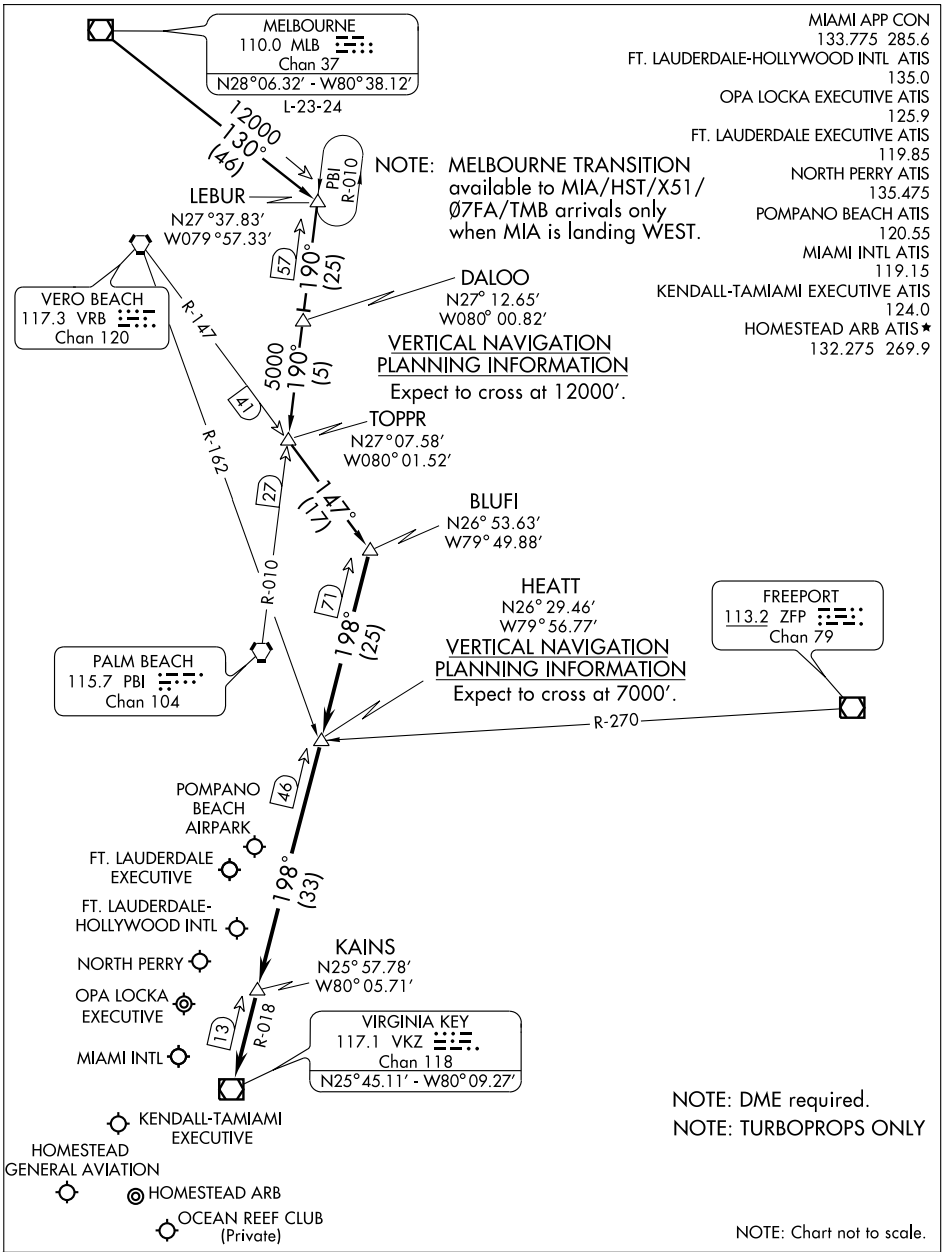
(H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ 352° 7.4 NM to fld. 10/00E.

PRAIZ NDB (MHW/LOM) 221 FX N26°11.14′ W80°17.91′ 087° 6.9 NM to fld. NOTAM FILE FXE. Unmonitored when twr clsd.

ILS 111.1 I–FXE Rwy 08. LOM PRAIZ NDB.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

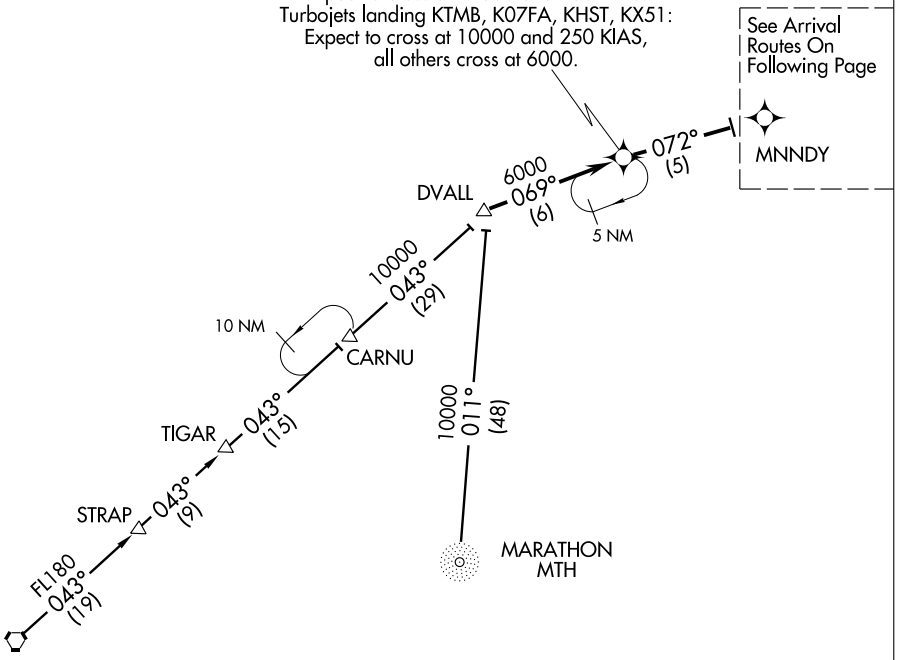
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

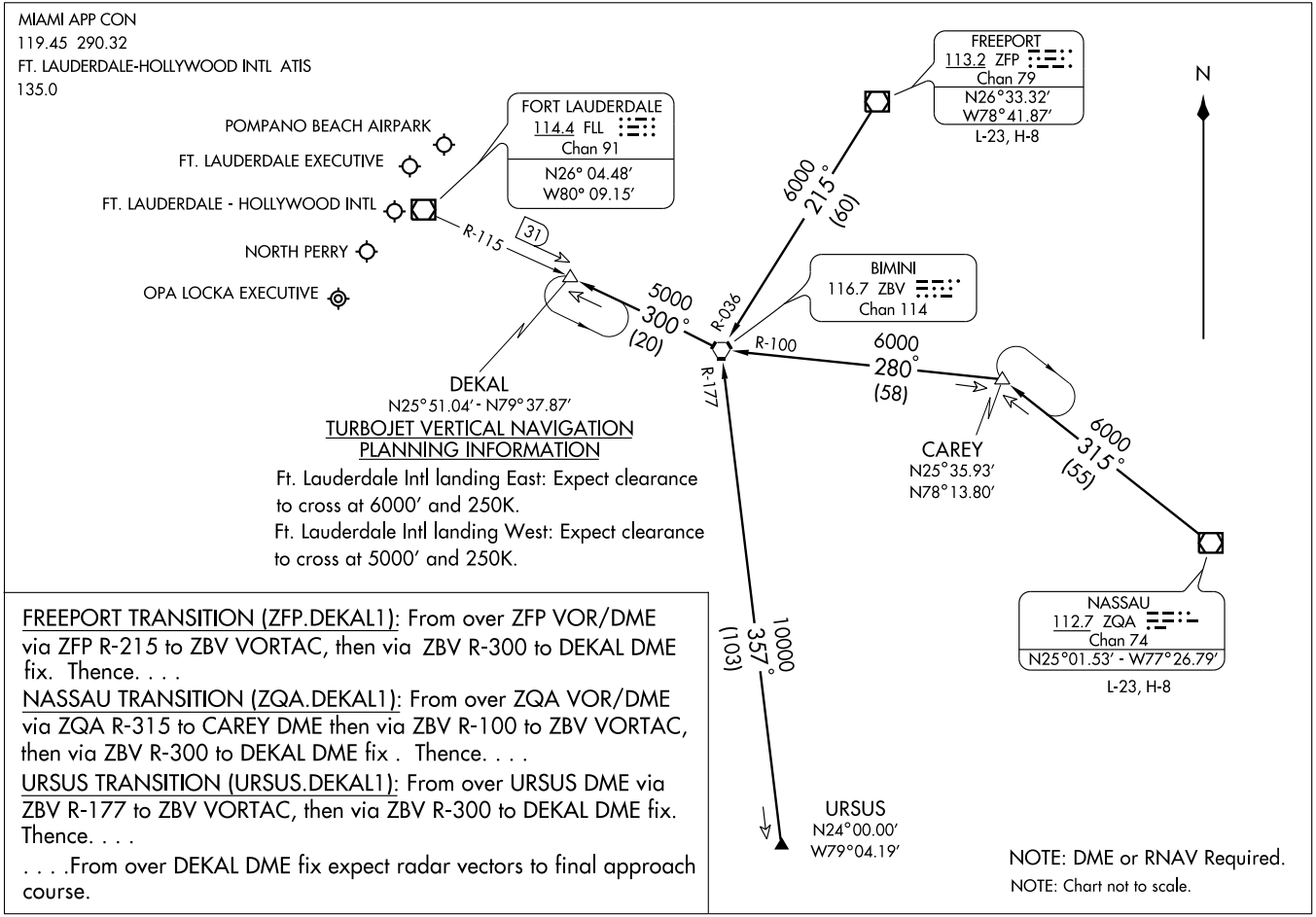
Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)



08157

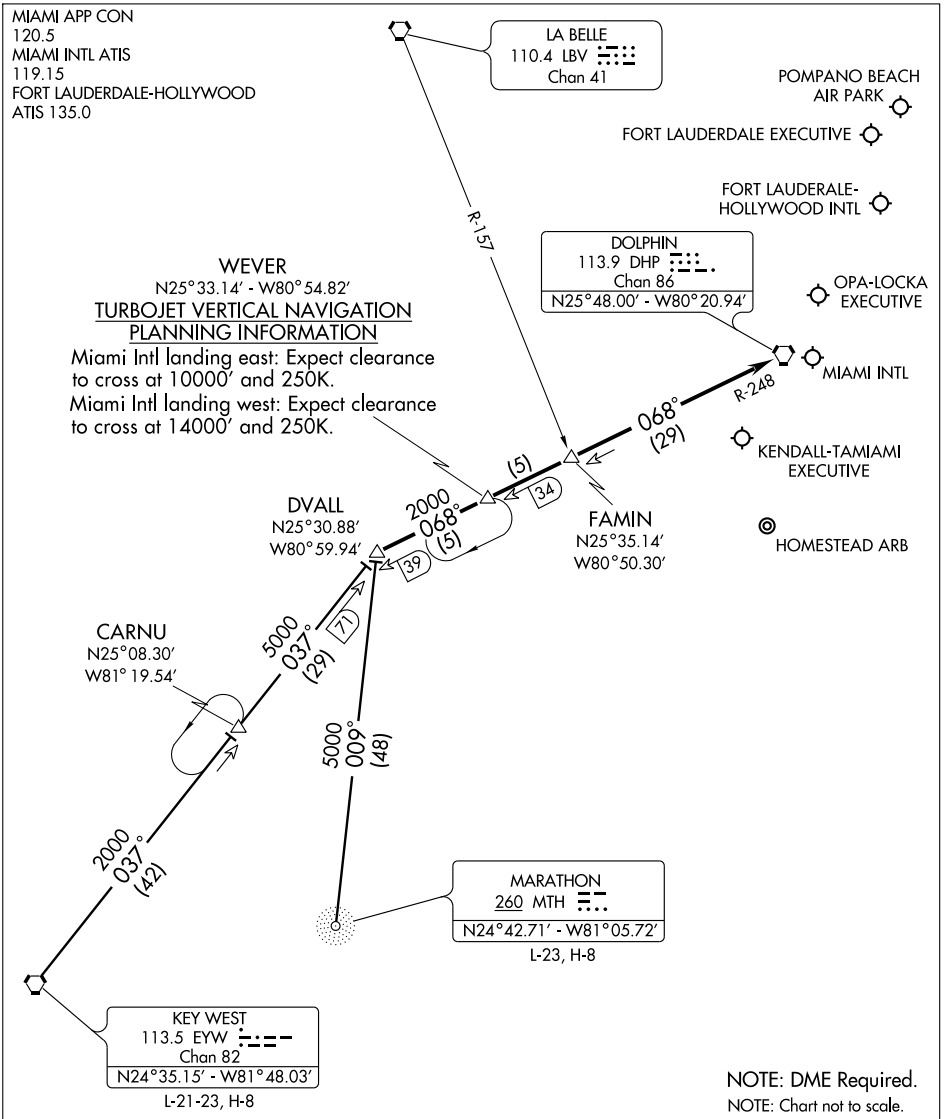
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

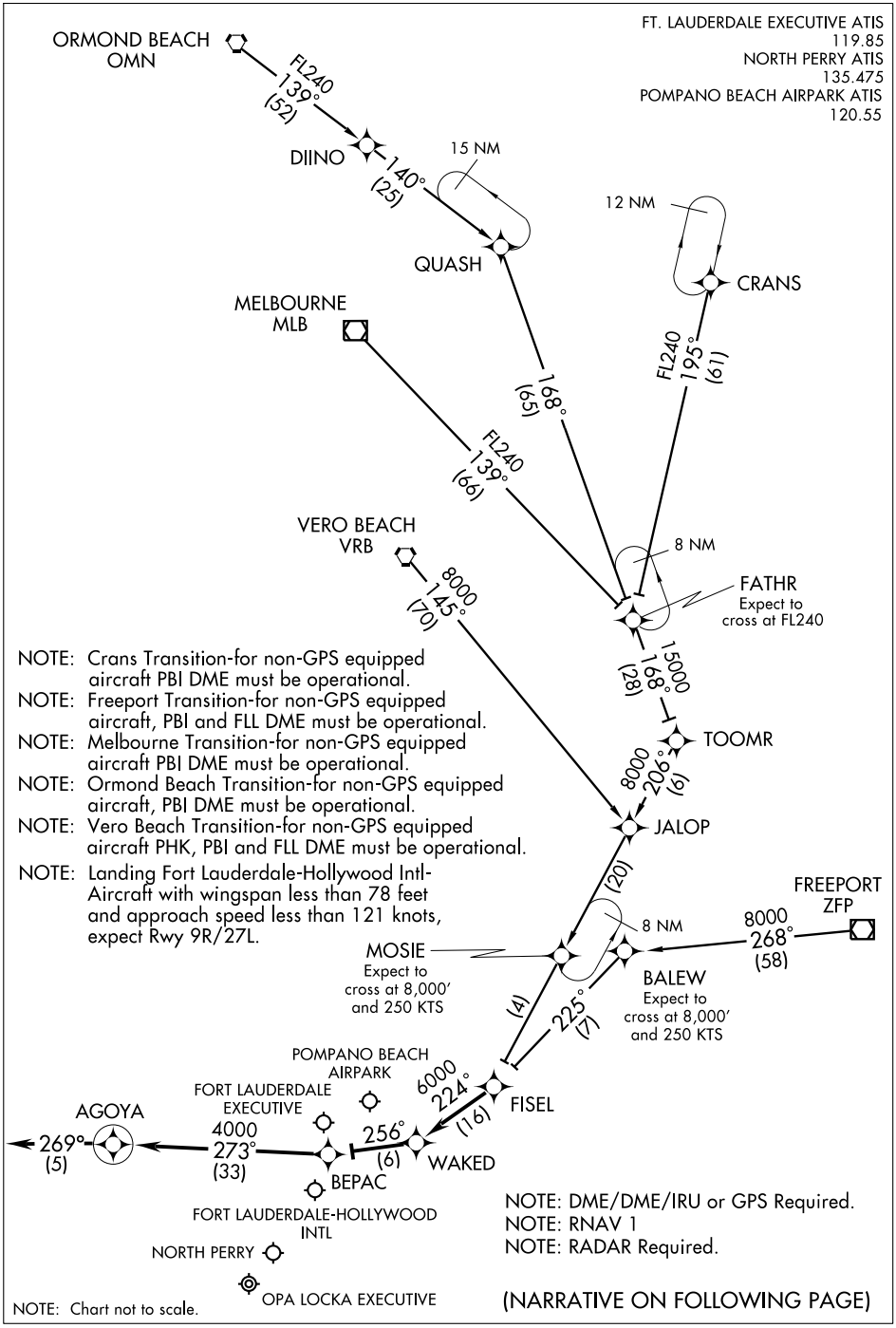
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

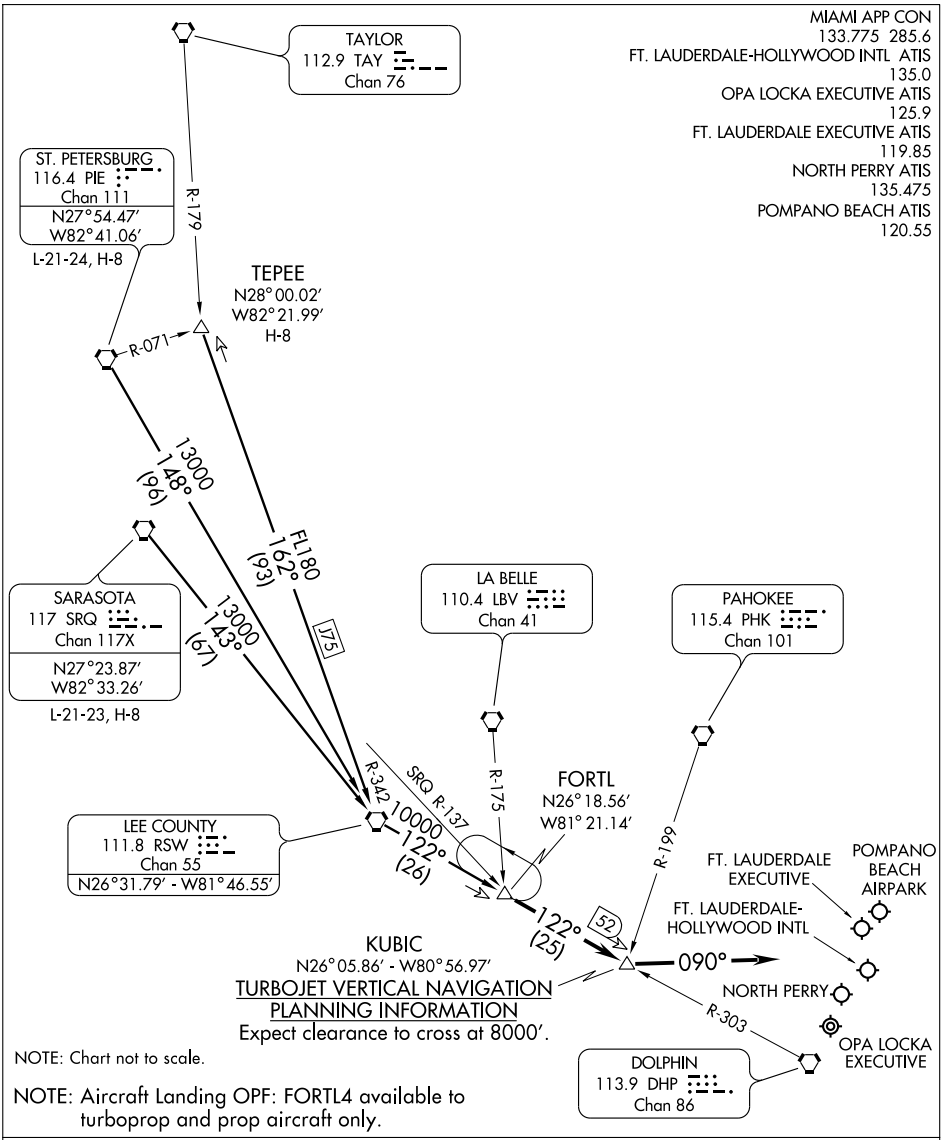
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.
Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

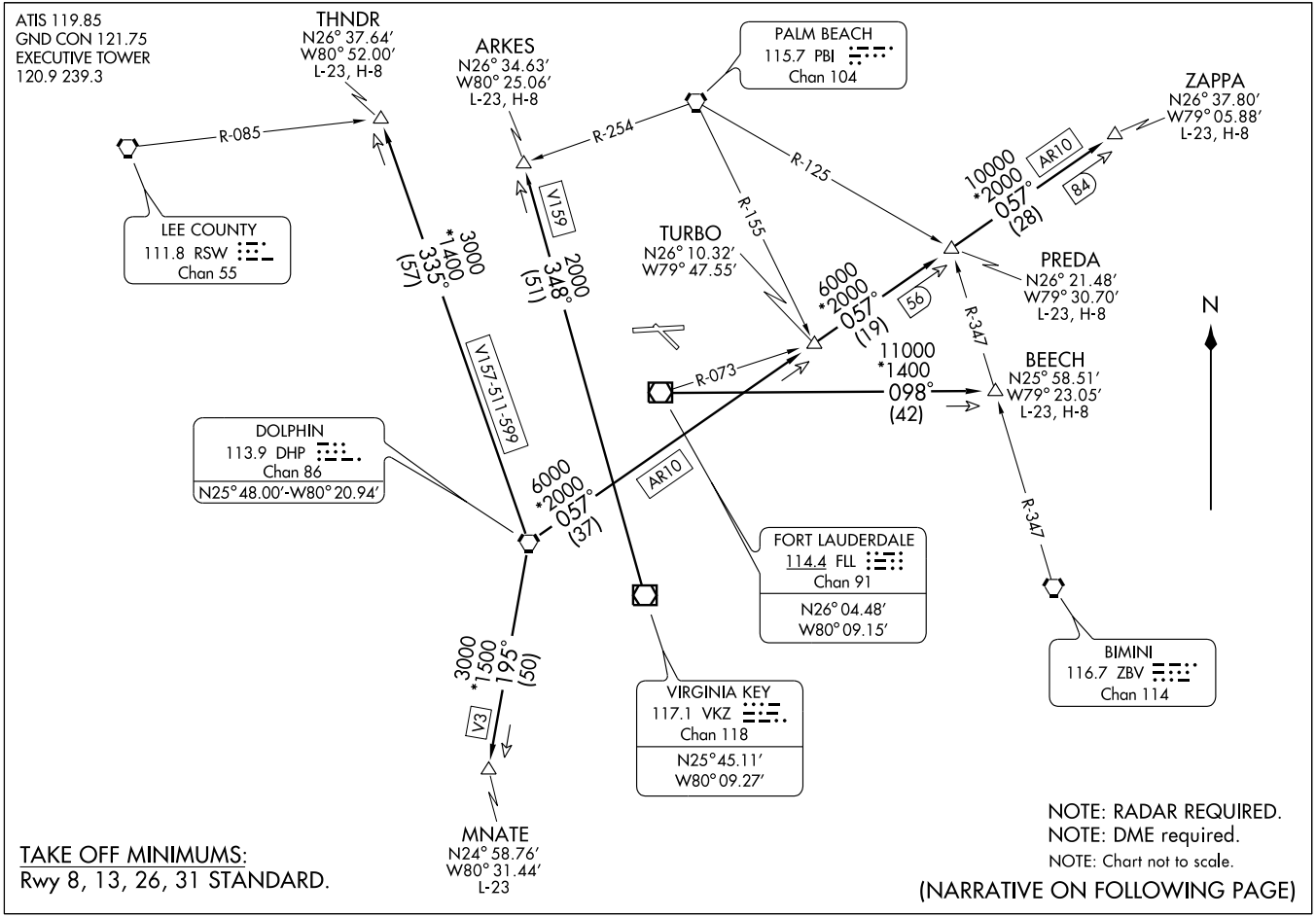
SE-3, 23 SEP 2010 to 21 OCT 2010

FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE EXECUTIVE (FXE)



TAKE OFF MINIMUMS:
Rwy 8, 13, 26, 31 STANDARD.

FT. LAUDERDALE ONE DEPARTURE
(FLL1.FLL) 07298
FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE EXECUTIVE (FXE)

SL-5942 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8, 13, 31: Climb on assigned heading. Thence....
TAKE-OFF RUNWAY 26: Climb on assigned heading. If assigned left turn, climb to 600 before turning left. Thence....
....Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude 10 minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 8: Tree 1905′ from DER, 482′ right of centerline, 80′ AGL/89′ MSL. Building 4721′ from DER, 47′ right of centerline, 150′ AGL/159′ MSL.

NOTE: Rwy 13: Hangar 252′ from DER, 302′ right of centerline, 29′ AGL/39′ MSL. Lt pole 634′ from DER, 354′ left of centerline, 44′ AGL/54′ MSL. Tree 808′ from DER, 166′ right of centerline, 29′ AGL/39′ MSL. Tree 2237 from DER, 258′ right of centerline, 91′ AGL/101′ MSL. Ant on TWR 5130′ from DER, 1825 right of centerline, 137′ AGL/147′ MSL.

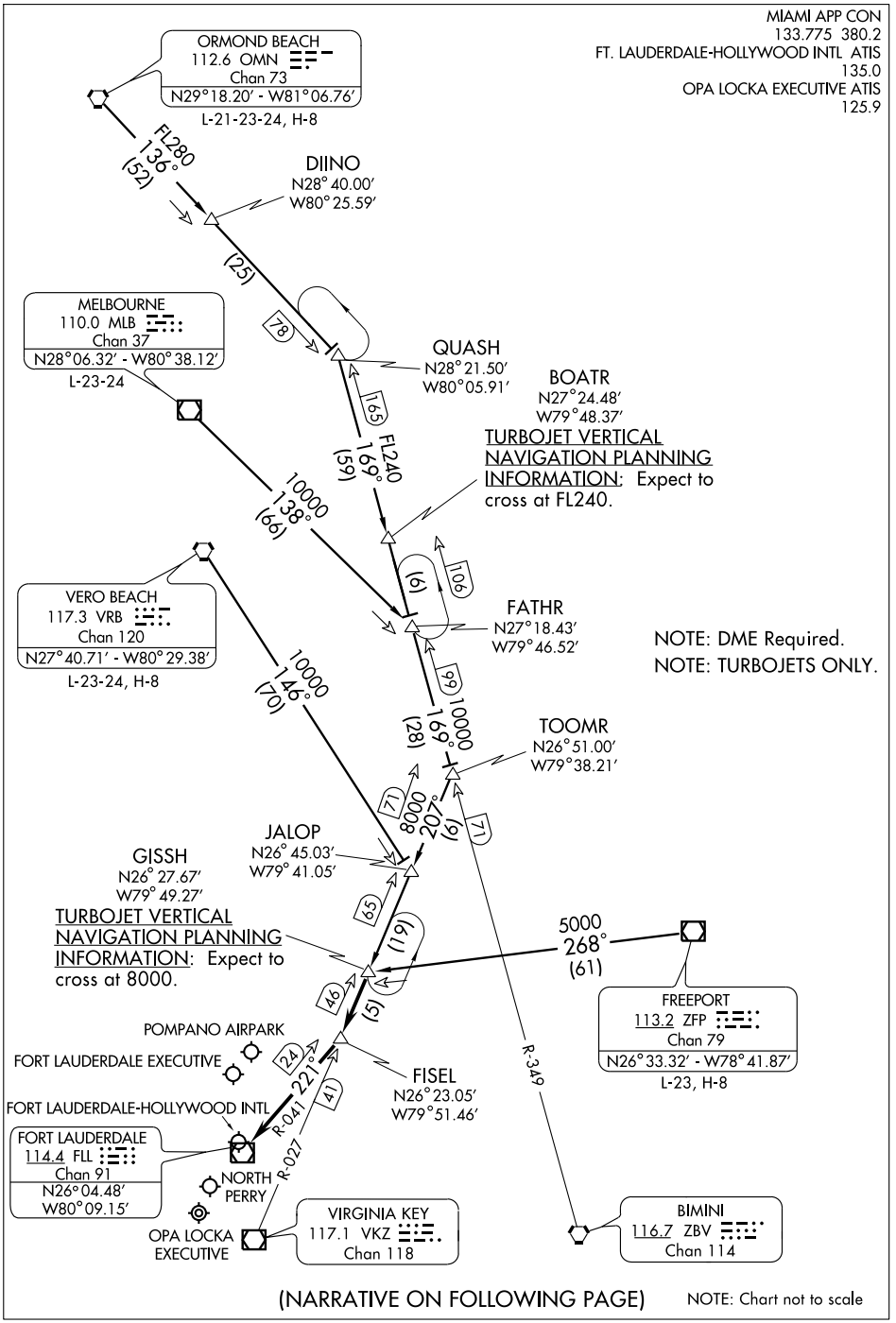
NOTE: Rwy 26: Multiple trees beginning 2041′ from DER, 256′ left of centerline, up to 106′ AGL/116′ MSL. 6 towers 2.3 NM from DER, 5031′ left of centerline, 399′ AGL/409′ MSL.

NOTE: Rwy 31: Multiple trees beginning 704′ from DER, 263′ right of centeline, up to 71′ AGL/81′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

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LOC I-FXE	APP CRS	Rwy Idg	6001
111.1	087°	TDZE	12
		Apt Elev	13

ILS or LOC RWY 8

FORT LAUDERDALE EXECUTIVE (FXE)

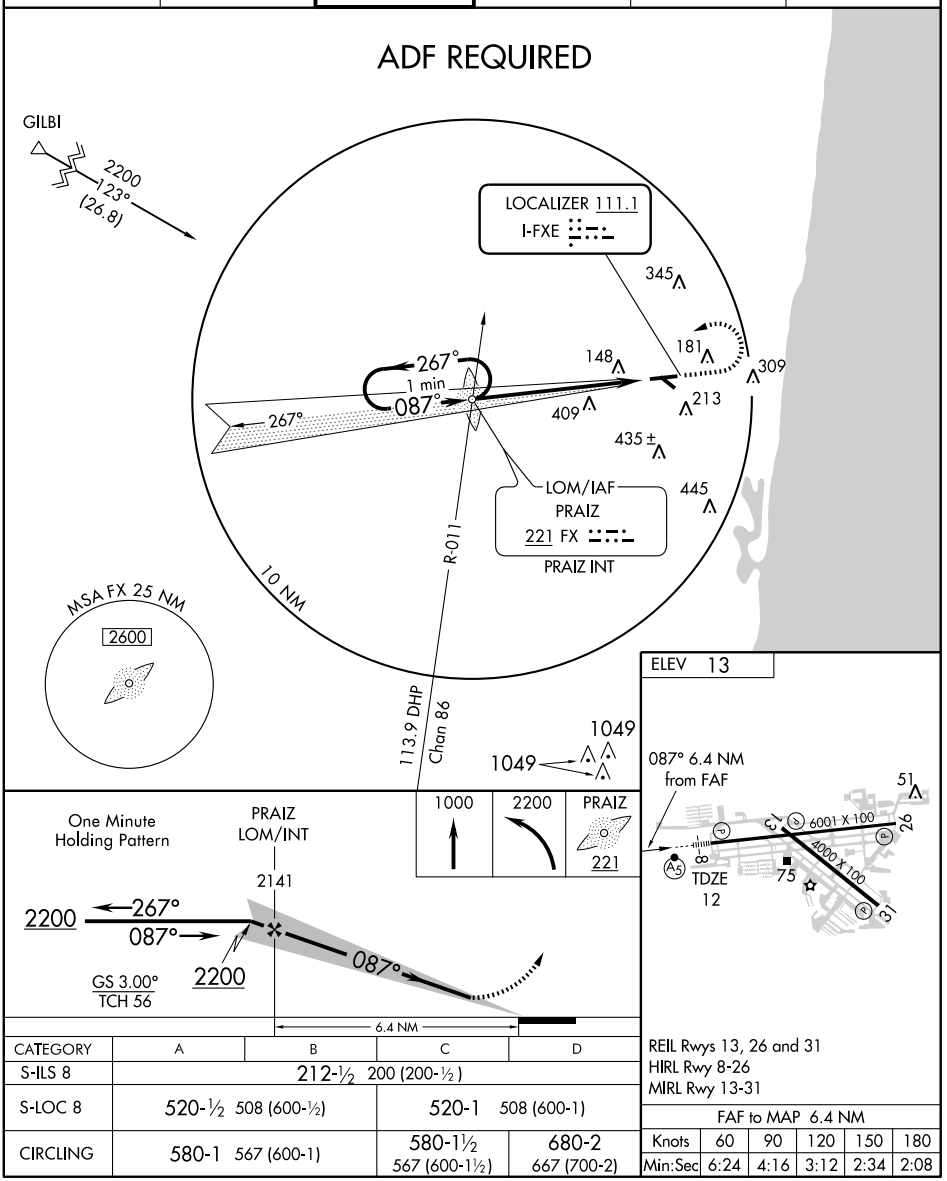
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct PRAIZ and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95

SE-3, 23 SEP 2010 to 21 OCT 2010

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 8	212-½ 200 (200-½)			
S-LOC 8	520-½ 508 (600-½)		520-1 508 (600-1)	
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	680-2 667 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60

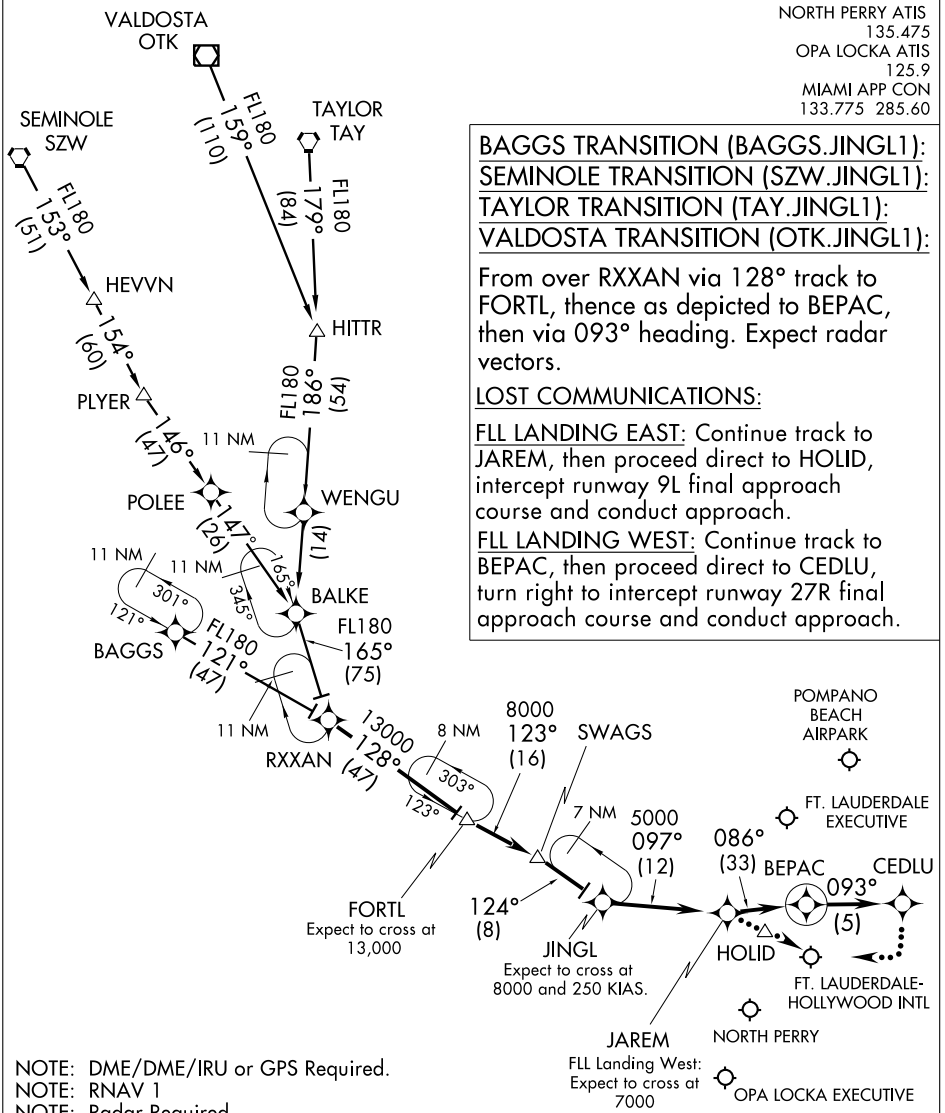
BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS		
CH 48919 W08A	087°	Rwy Idg 6001 TDZE 13 Apt Elev 13	

RNAV (GPS) RWY 8

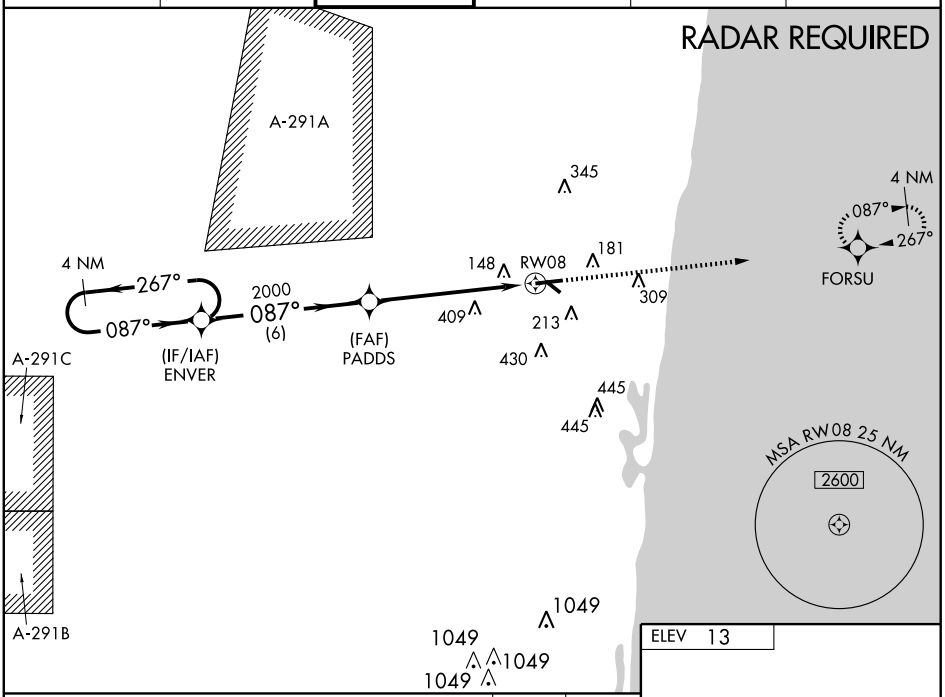
FORT LAUDERDALE EXECUTIVE (FXE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When Local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 231; LNAV/VNAV DA to 458. Increase all MDA 20 feet. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct FORSU and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95



CATEGORY	A	B	C	D
LPV DA	213-½ 200 (200-½)			
LNAV/VNAV DA	440-1 427 (500-1)			
LNAV MDA	640-½ 627 (700-½)		640-1¼ 627 (700-1¼)	640-1½ 627 (700-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010

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WAAS CH 50319 W26A	APP CRS 267°	Rwy Idg 6001 TDZE 13 Apt Elev 13

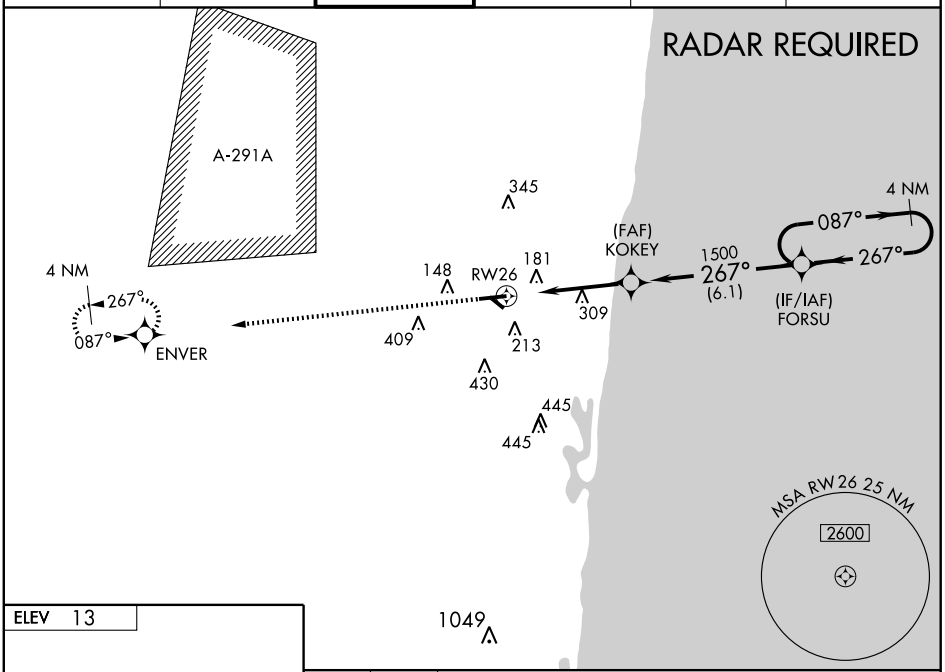
RNAV (GPS) RWY 26

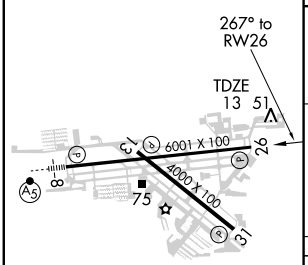
FORT LAUDERDALE EXECUTIVE (FXE)

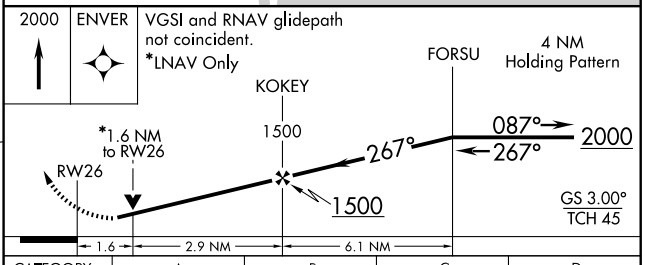
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 414; and increase visibility to 1½ all Cats; LNAV/VNAV DA to 549 and increase visibility to 2; increase all MDA 20 feet. Baro-VNAV and VDP NA when using Fort Lauderdale /Hollywood Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct ENVER and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95







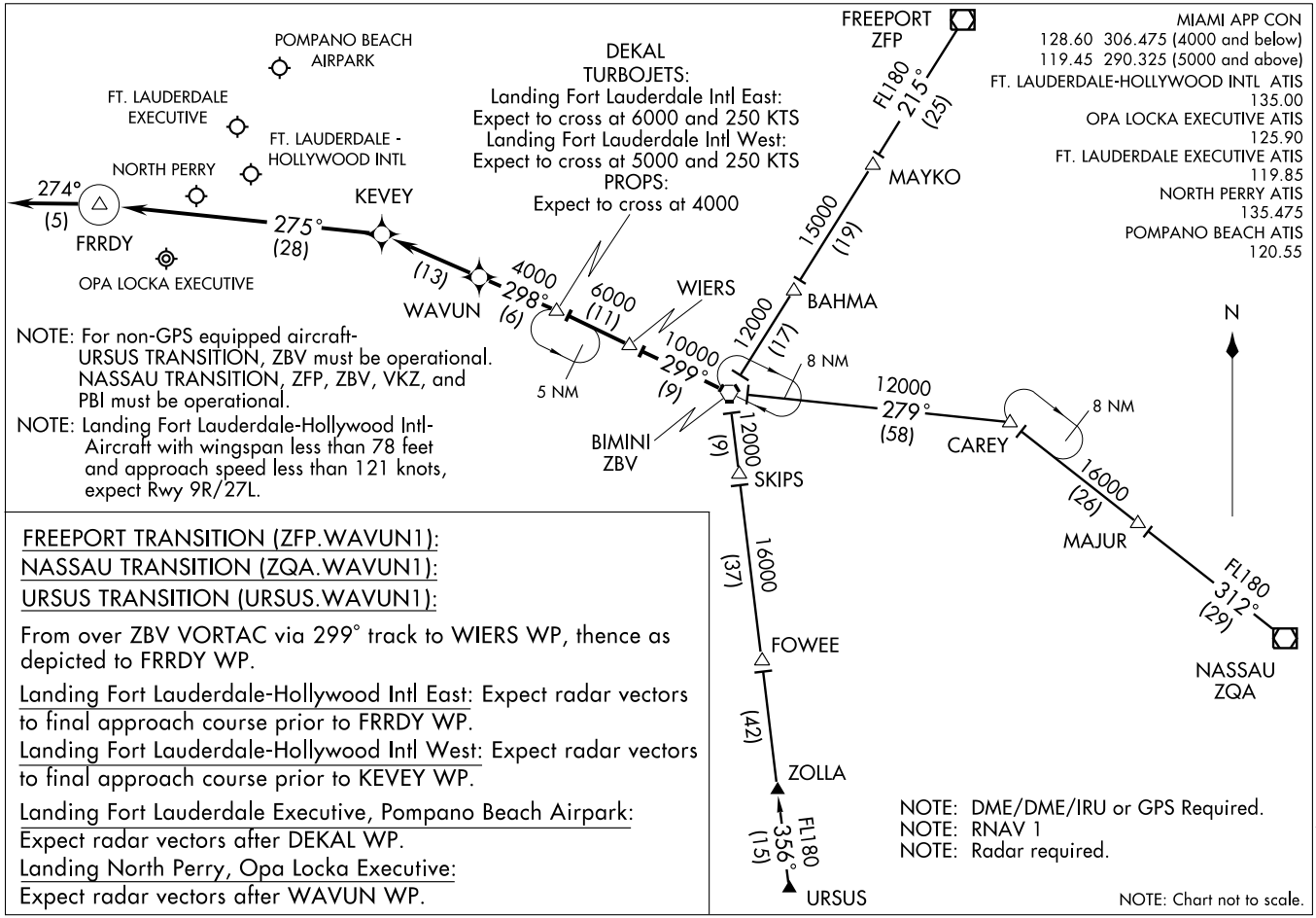
CATEGORY	A	B	C	D
LPV DA	396-1¼ 383 (400-1¼)			
LNAV/VNAV DA	531-1¾ 518 (600-1¾)			
LNAV MDA	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



MIAMI APP CON
128.60 306.475 (4000 and below)
119.45 290.325 (5000 and above)
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.00
OPA LOCKA EXECUTIVE ATIS
125.90
FT. LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
POMPANO BEACH ATIS
120.55

NOTE: For non-GPS equipped aircraft-
URSUS TRANSITION, ZBV must be operational.
NASSAU TRANSITION, ZFP, ZBV, VKZ, and PBI must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-
Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

FREEPORT TRANSITION (ZFP.WAVUN1):
NASSAU TRANSITION (ZQA.WAVUN1):
URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

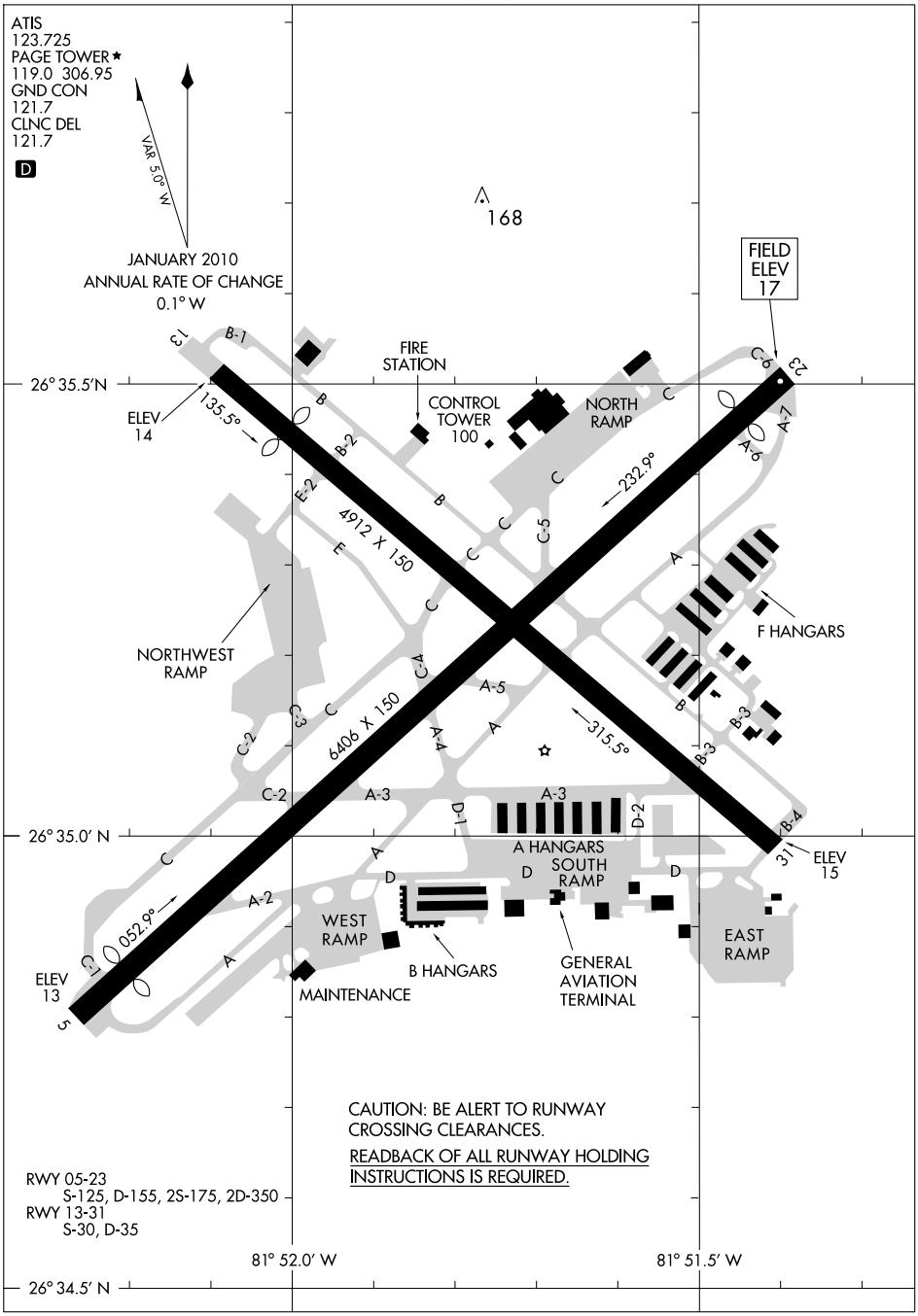
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar required.

NOTE: Chart not to scale.

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAVUN ONE ARRIVAL (RNAV)
(WAVUN.WAVUN1) 08157
FORT LAUDERDALE, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

FORT MYERS N26°35.19′ W81°51.85′ **MIAMI**

RCO 122.65 122.2 122.1R (MIAMI RADIO) **H–8H, L–21D, 23B**

FORT MYERS

PAGE FLD (FMY) 3 S UTC−5(−4DT) N26°35.20′ W81°51.80′ **MIAMI**

17 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE FMY **H–8H, L–21D, 23B**

RWY 05–23: H6406X150 (ASPH–GRVD) S–125, D–155, 2S–175, 2D–350 MIRL **IAP, AD**

RWY 05: VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 459′. Fence.

RWY 23: VASI(V4L)—GA 3.0° TCH 55′. Thld dsplcd 399′. Railroad.

RWY 13–31: H4912X150 (ASPH) S–30, D–35 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 30′. Thld dsplcd 615′. Fence.

RWY 31: VASI(V4L)—GA 3.0° TCH 39′. Fence.

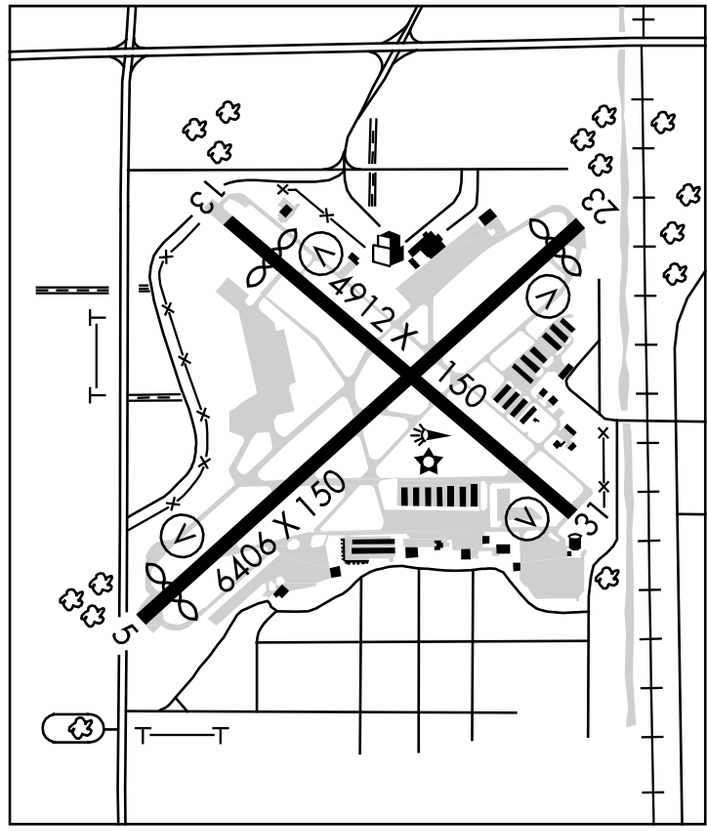
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6401 TODA–6401 ASDA–6401 LDA–5947

RWY 13: TORA–4909 TODA–4909 ASDA–4909 LDA–4297

RWY 23: TORA–6401 TODA–6401 ASDA–6401 LDA–6001

RWY 31: TORA–4667 TODA–4907 ASDA–4667 LDA–4667



AIRPORT REMARKS: Attended 1200–0400Z‡. High density bird population within arpt boundaries. PAEW adjacent to rwy and twys during dalgt hrs. Brightly lgtd ball fld 1500 feet SE of apch end Rwy 05. Noise sensitive arpt—voluntary restriction for large acft and jet acft conducting multiple apchs and/or clsd tfc. Twy B SE of Twy A is non–movement area not visible from twr. Taxilane D between Twy D–1 and Twy D–2 is non-movement area not visible from twr. Scheduled commercial passenger opr prohibited. For information call arpt manager 813–768–1000. Fees for all charter and revenue producing acft. PPR for customs clearance, call 239–561–6205. Air to FBO communications avbl on 130.55. No scheduled commercial passenger ops for info call airport manager 239–936–1443.

WEATHER DATA SOURCES: ASOS (239) 936–2318. LAWRS.

COMMUNICATIONS: CTAF 119.0 **ATIS** 123.725

FORT MYERS RCO 122.65 122.2 122.1R (MIAMI RADIO).

Ⓡ **FORT MYERS APP/DEP CON** 126.8 (1100–0500Z‡)

Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)

TOWER 119.0 (1200–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RSW.

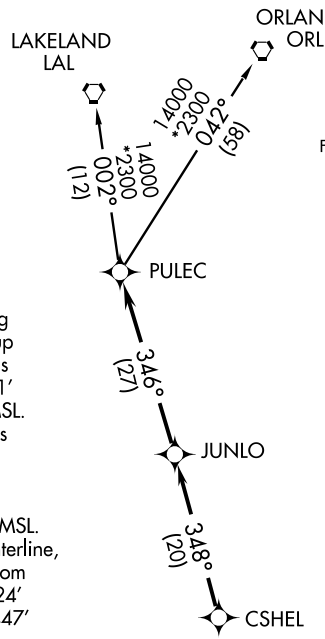
LEE CO (L) VORTAC 111.8 RSW Chan 55 N26°31.79′ W81°46.55′ 308° 5.8 NM to fld. 25/02W. **HIWAS.**

CALOO NDB (LOM) 341 FM N26°30.97′ W81°57.01′ 051° 6.3 NM to fld. NOTAM FILE FMY.

ILS 110.7 I–FMY Rwy 05. LOM CALOO NDB. ILS unmonitored.

CSHEL FOUR DEPARTURE (RNAV)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.



TAKEOFF OBSTACLES:

Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.

Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52 AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL.

Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL.

Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

TAKEOFF MINIMUMS
Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence . . . .

. . . . via (transition). Maintain 1500, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5947
051°	TDZE	15
	Apt Elev	17

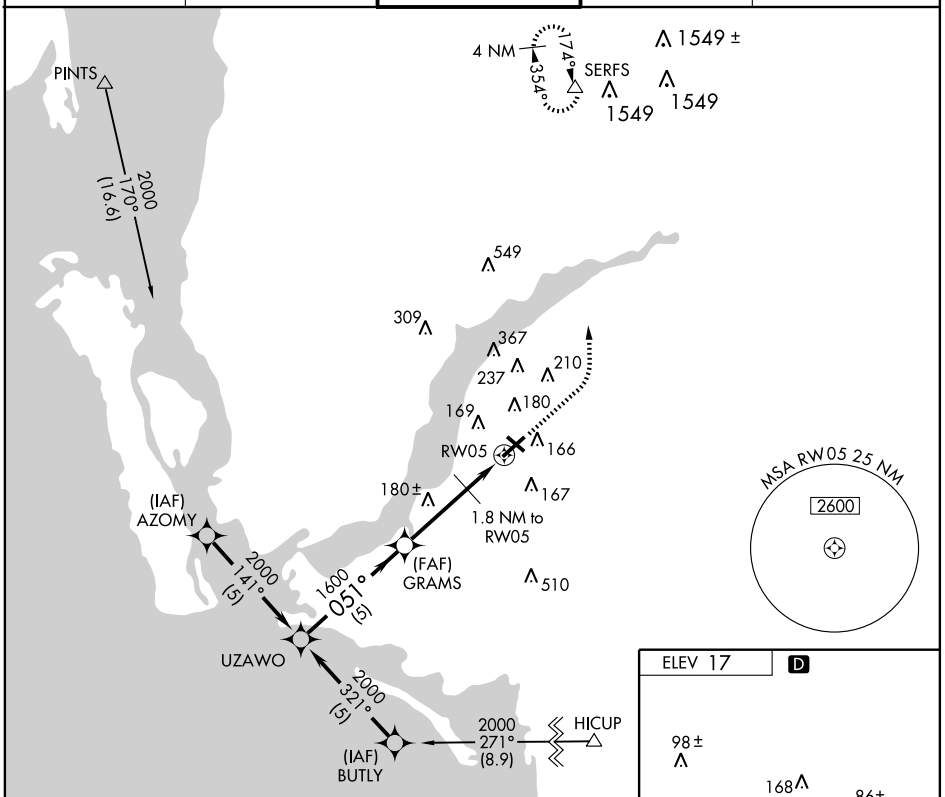
GPS RWY 5

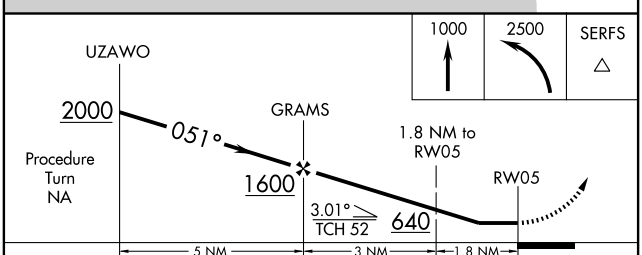
FORT MYERS / PAGE FIELD (FMY)

NA

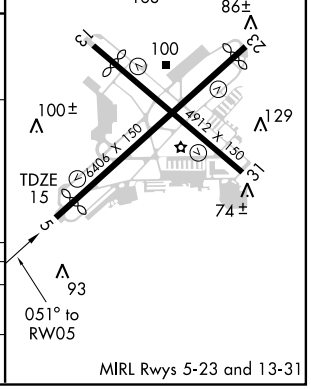
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-5	380-1 365 (400-1)			NA
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	NA



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6007
231°	TDZE	16
	Apt Elev	17

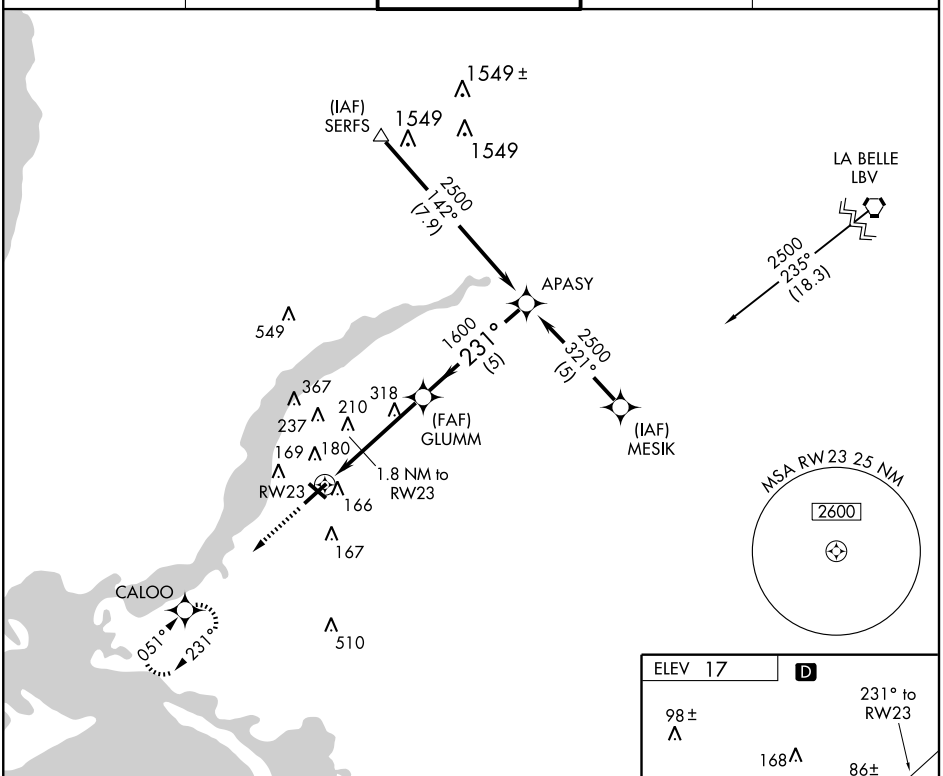
GPS RWY 23

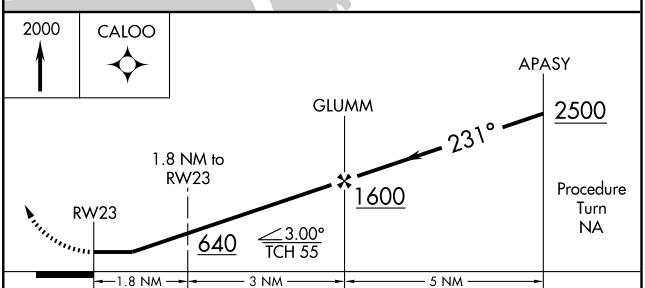
FORT MYERS / PAGE FIELD (FMY)

NA

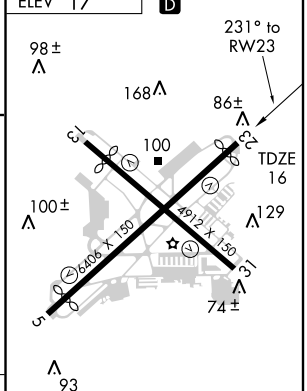
MISSED APPROACH: Climb to 2000 direct CALOO WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-23	420-1	404 (500-1)	420-1¼ 404 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4667
314°	TDZE	15
	Apt Elev	17

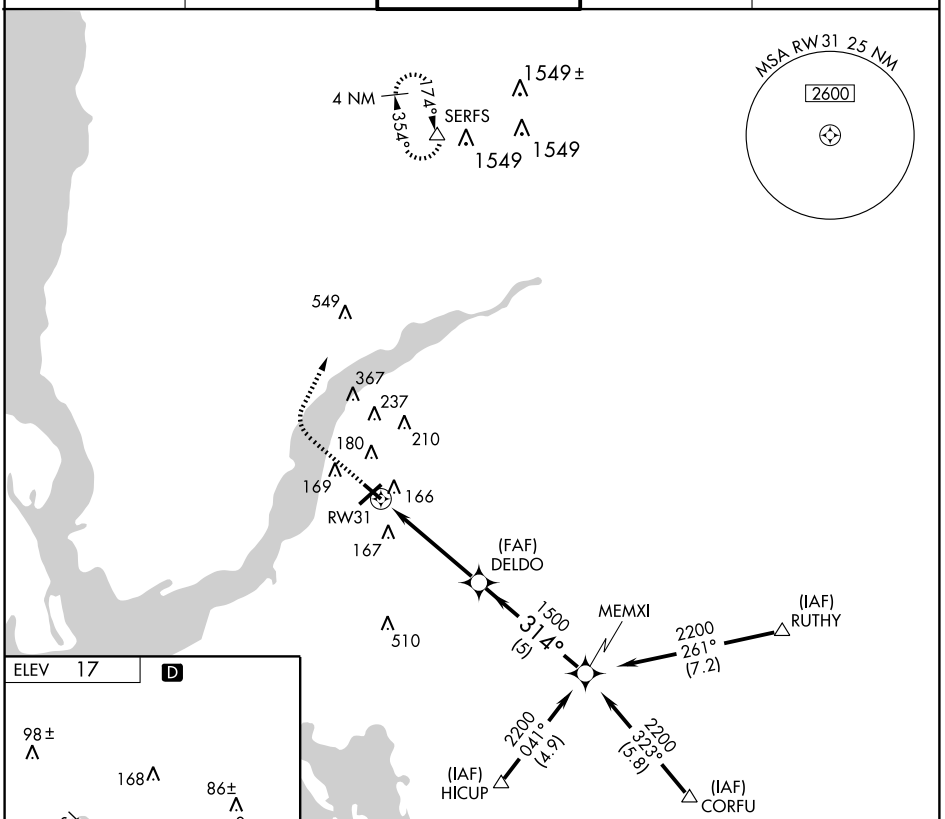
GPS RWY 31

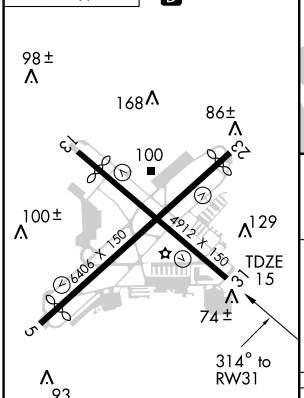
FORT MYERS / PAGE FIELD (FMY)

NA

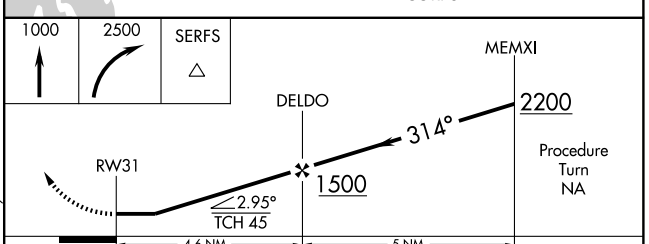
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





MIRL Rwys 5-23 and 13-31



CATEGORY	A	B	C	D
S-31	480-1	465 (500-1)	480-1¼ 465 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-FMY	APP CRS	Rwy Idg	5947
110.7	051°	TDZE	15
		Apt Elev	17

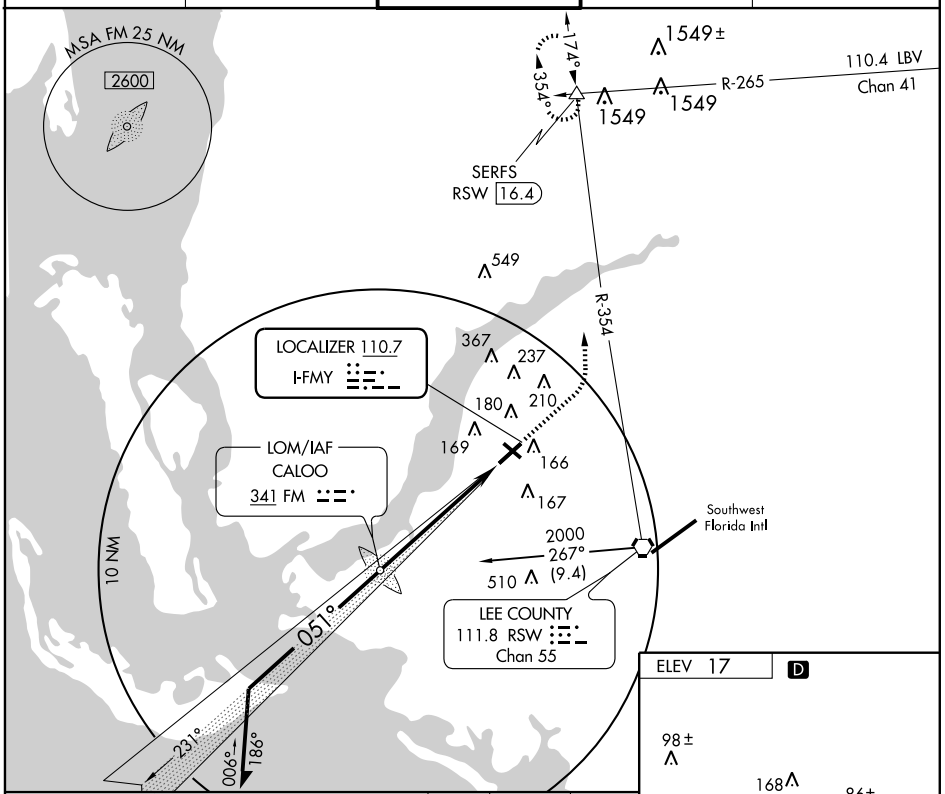
ILS RWY 5

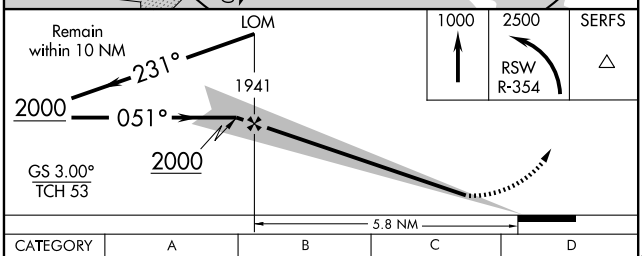
FORT MYERS / PAGE FIELD (FMY)

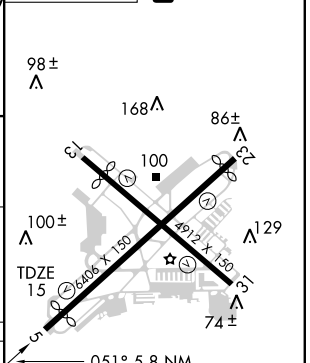
Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7







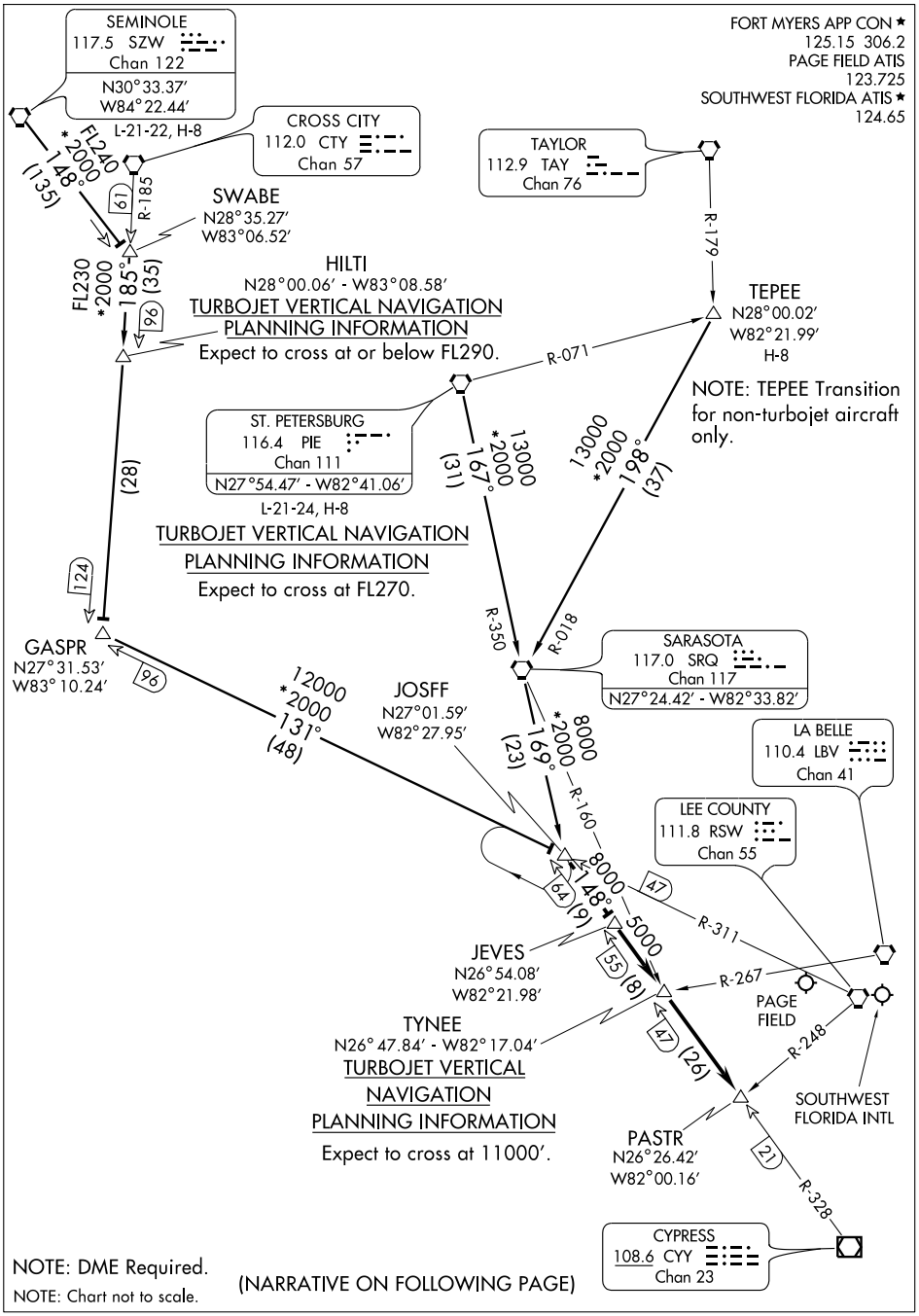
MIRL Rwys 5-23 and 13-31

CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	440-1 425 (500-1)		440-1¼ 425 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4297
133°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 13

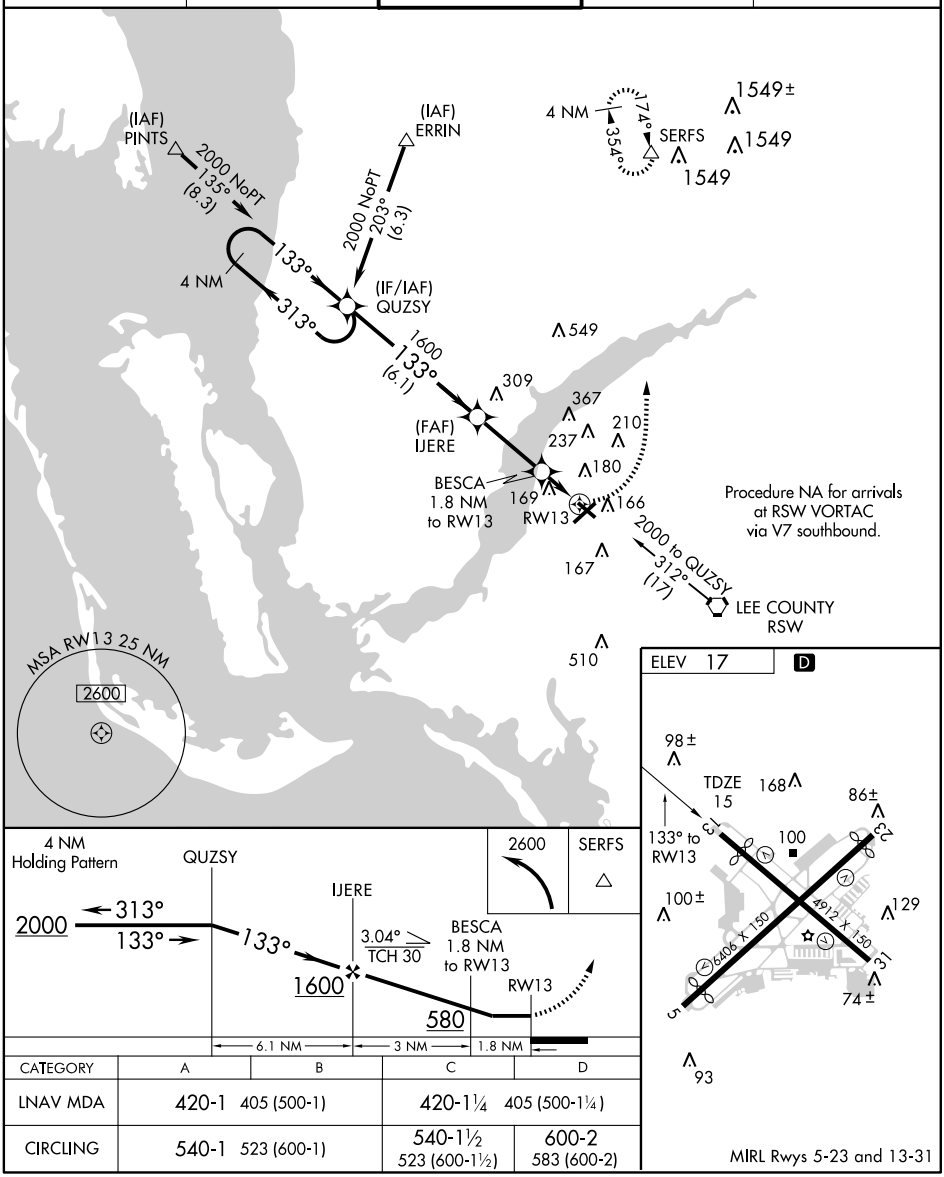
FORT MYERS / PAGE FIELD (FMY)

If local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7

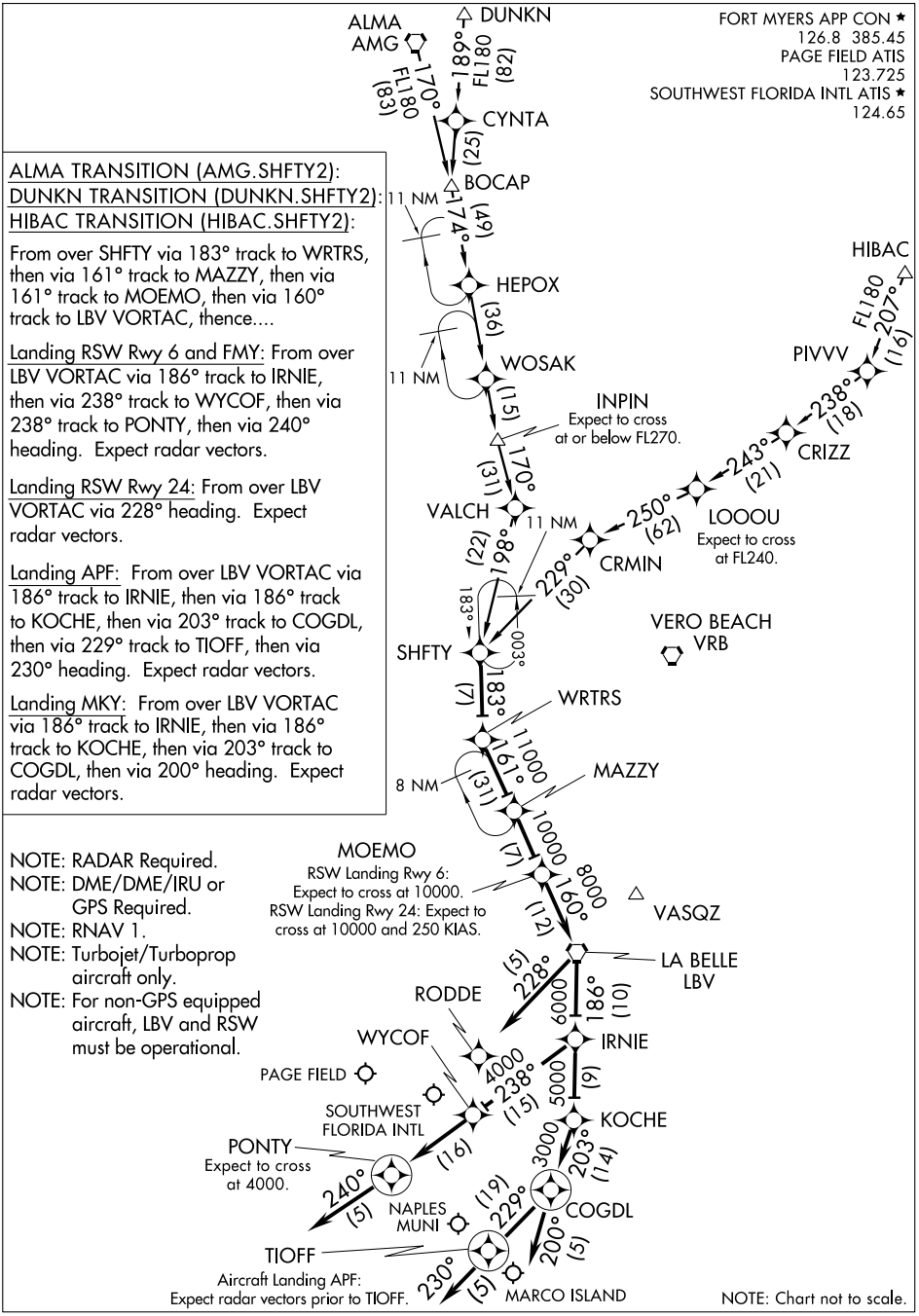
SE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

TYNEE ONE ARRIVAL (RNAV)

ST-154 (FAA)

FORT MYERS, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65

BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

SEMINOLE
SZW
FL180
154°
(51)
HEVVN
155°
(60)
PLYER
166°
(24)
11 NM
EGAME
(31)
OGGER
Expect to cross at FL270.
11 NM
162°
342°
HODAR
162°
(52)
CODGR
109°
289°
11 NM
FL180
109°
(39)
11 NM
329°
149°
FRZBE
15000
149°
(18)
NOTE: FRZBE Transition, ATC assigned only.
10 NM
BAGGS
11000
128°
(36)
JOSFF
13000
(9)
JEVES
9 NM
(8)
11000
LENPE
RSW Landing Rwy 6: Expect to intercept approach at LENPE.
SOUTHWEST FLORIDA INTL
PAGE FIELD
TYNEE
Expect to cross at 11000.
3000
149°
(26)
(4)
107°
PASTR
129°
(5)
107°
(5)
058°
(6)
058°
(5)
NABAC
086°
(7)
SPNKE
LLMER
Expect to cross at 5000.
COOPR
Expect to cross at 4000.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

TYNEE ONE ARRIVAL (RNAV)
FORT MYERS, FLORIDA
(TYNEE.TYNEE1) 08269

VORTAC RSW 111.8 Chan 55	APP CRS 129°	Rwy Idg 4297 TDZE 15 Apt Elev 17

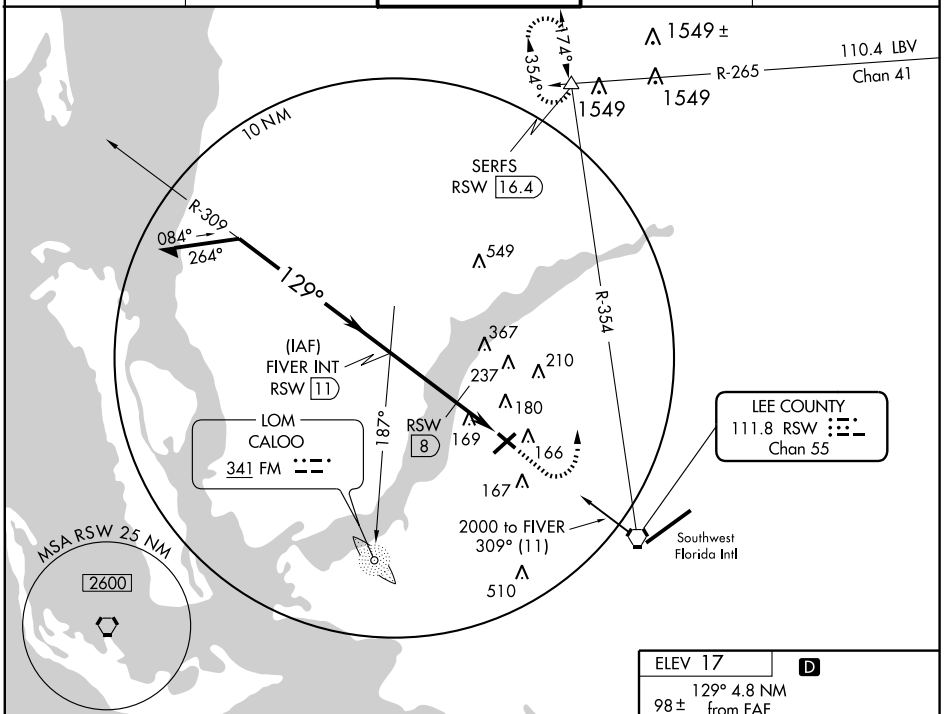
VOR RWY 13

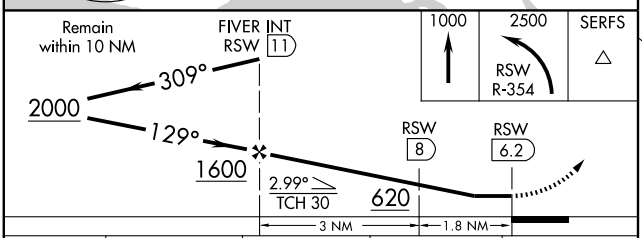
FORT MYERS / PAGE FIELD (FMY)

ADF or DME REQUIRED

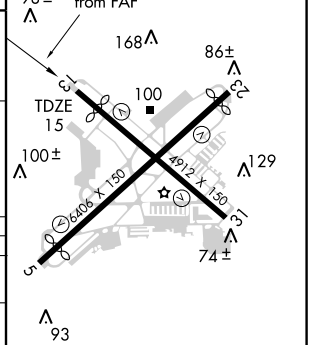
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-13	620-1 605 (700-1)		620-1¾ 605 (700-1¾)	620-2 605 (700-2)
CIRCLING	620-1 603 (700-1)		620-1¾ 603 (700-1¾)	620-2 603 (700-2)
DME MINIMUMS				
S-13	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)



MIRL Rwys 5-23 and 13-31

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)

AL-6757 (FAA)

FORT MYERS, FLORIDA

ATIS
124.65
FORT MYERS TOWER ★
128.75 257.8
GND CON
121.9 348.6
CLNC DEL
132.075

VAR 5.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

26° 33′ N

187

FIELD ELEV 30

NORTH RAMP

CONTROL TOWER 168

FIRE STATION

HANGARS

CARGO

12,000 X 150

239.2°

059.2°

TERMINAL

ELEV 27

RWY 06-24
S-30, D-190, 2S-175, 2D-430,
2D/2D2-840

26° 32′ N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

26° 31′ N

81° 46′ W

81° 45′ W

SE-3, 23 SEP 2010 to 21 OCT 2010

SOUTHWEST FLORIDA INTL (RSW) 10 SE UTC−5(−4DT) N26°32.17′ W81°45.31′ MIAMI

30 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–8H, L–21D, 23B**

NOTAM FILE RSW **IAP, AD**

RWY 06–24: H12000X150 (ASPH–GRVD) S–30, D–190, 2S–175, 2D–430, 2D/2D2–840 HIRL CL

RWY 06: TDZL. MALSR. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 72′.

AIRPORT REMARKS: Attended continuously. CAUTION—Birds and wildlife on and invof arpt. Lgts on parallel road and parking lot NW of Rwy 06–24 can be mistaken for the rwy and apch environment. Open baggage bays within terminal area. Aircrews should use minimum thrust setting in these areas. Specially during single engine taxi. Cross–bleed starts only allowed after reaching the tug release point. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR, call arpt manager 239–590–4810. Twr clnc rqr prior to entering Twy F. PPR rqrd for terminal ramp call 239–590–4810. Air carrier pilots use ramp procedures as prescribed by arpt ops. No helicopter opr permitted on terminal apron. Arpt has rwy use program. Use distant noise abatement dep profile. Visual apchs to Rwy 06 W of Fort Myers Beach are requested to maintain 3000′ until crossing Fort Myers Beach shoreline 12 NM SW of arpt. For noise abatement procedures call arpt manager 239–590–4810. U.S. Customs user fee arpt. Fees for all charter and travel clubs and revenue producing acft. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (239) 561–0966. **HIWAS** 111.8 RSW. LAWRS. LLWAS.

COMMUNICATIONS: CTAF/UNICOM 122.95 **ATIS** 124.65

Ⓡ **FORT MYERS APP/DEP CON** 126.8 (331°–059°) 125.15 (241°–330°) 119.75 (060°–240°) (1100–0500Z‡)

Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)

FORT MYERS TOWER 128.75 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 132.075

AIRSPACE: CLASS C svc 1100–0500Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE RSW.

LEE CO (L) VORTAC 111.8 RSW Chan 55 N26°31.79′ W81°46.55′ 073° 1.2 NM to fld. 25/02W. **HIWAS.**

MUFFE NDB (LOM) 336 RS N26°29.06′ W81°50.08′ 054° 5.3 NM to fld. Unmonitored when twr clsd.

ILS 111.5 I–RSW Rwy 06. Class IA. LOM MUFFE NDB. Unmonitored when twr clsd. Coupled apchs not authorized blo 560′ MSL.

COMM/NAV/WEATHER REMARKS: LAWRS avbl on freq. 122.95 when twr clsd.

FT PIERCE N27°29.20′ W80°22.40′ NOTAM FILE FPR. MIAMI

NDB (MHW) 275 FPR at St. Lucie Co Intl. **L–24F**

RCO 122.55 (MIAMI RADIO)

ATIS 124.65
CLNC DEL 132.075
GND CON
121.9 348.6
FORT MYERS TOWER ★
128.75 257.8
FORT MYERS DEP CON ★
126.8 385.45
MIAMI CENTER
134.75 322.5
UNICOM 122.95 (CTAF)

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47′ - W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′ - W81°20.10′
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′ - W82°00.83′
L-21-24, H-8

SARASOTA
117 SRQ
Chan 117
N27°24.42′ - W82°33.82′
L-21-23, H-8

LA BELLE
110.4 LBV
Chan 41
N26°49.69′ - W81°23.49′
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ - W81°46.55′
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′ - W80°41.49′
L-23, H-8

310°
270°
238°
3000
RSW
2.3

CYPRESS
108.6 CYY
Chan 23
N26°09.21′ - W81°46.69′
L-21-23, H-8

LOM
MUFFE
336 RS
N26°29.03′
W81°50.07′

FT. LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′ - W80°09.15′
L-23, H-8

KEY WEST
113.5 EYW
Chan 82
N24°35.15′ - W81°48.03′
L-21-23, H-8

TAKEOFF MINIMUMS:
Rwys 6 and 24 STANDARD.

NOTE: DME Required.

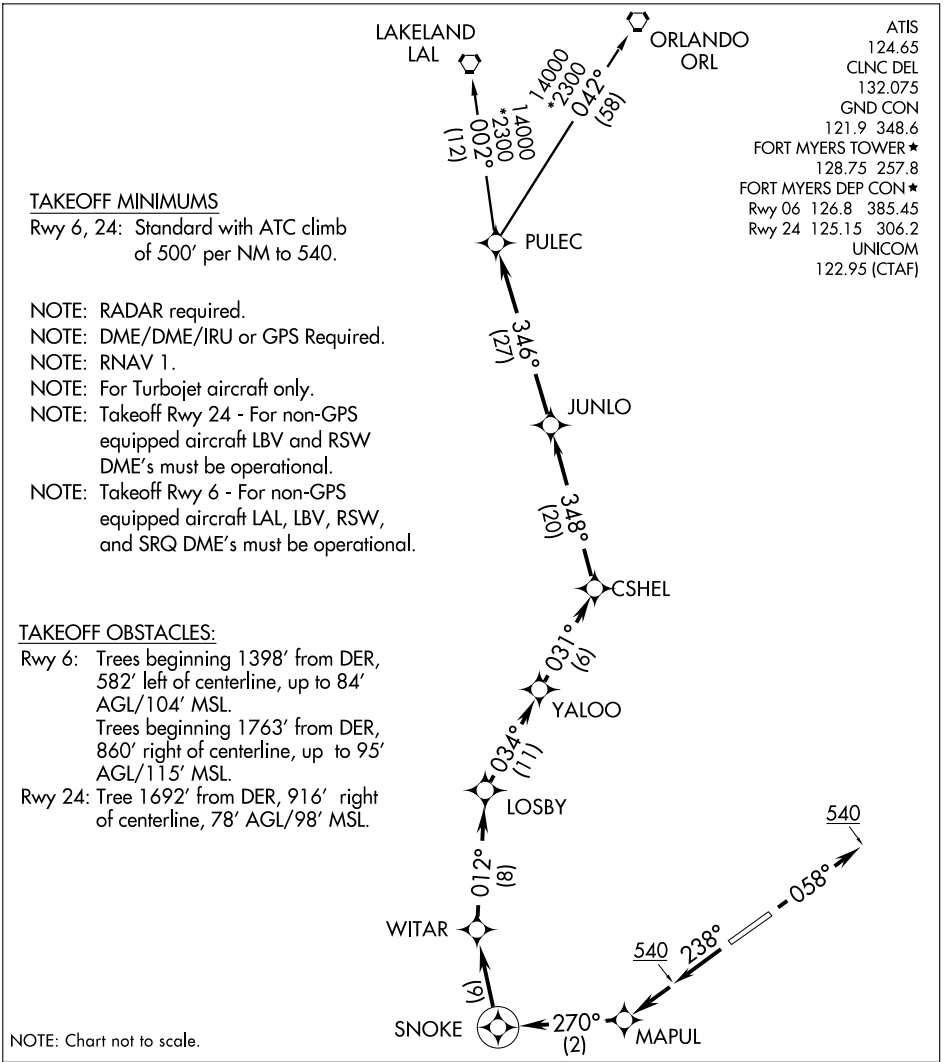
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb on runway heading or as assigned for vectors to join filed route.
TAKE-OFF RUNWAY 24: Fly heading 238° (or as assigned) until RSW 2.3 DME, then turn right heading 270°. Leaving 3000 feet, turn right heading 310°. Expect radar vectors to assigned route.
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010

CSHEL FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):

ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-RSW	APP CRS	Rwy Idg	12000
111.5	058°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 6

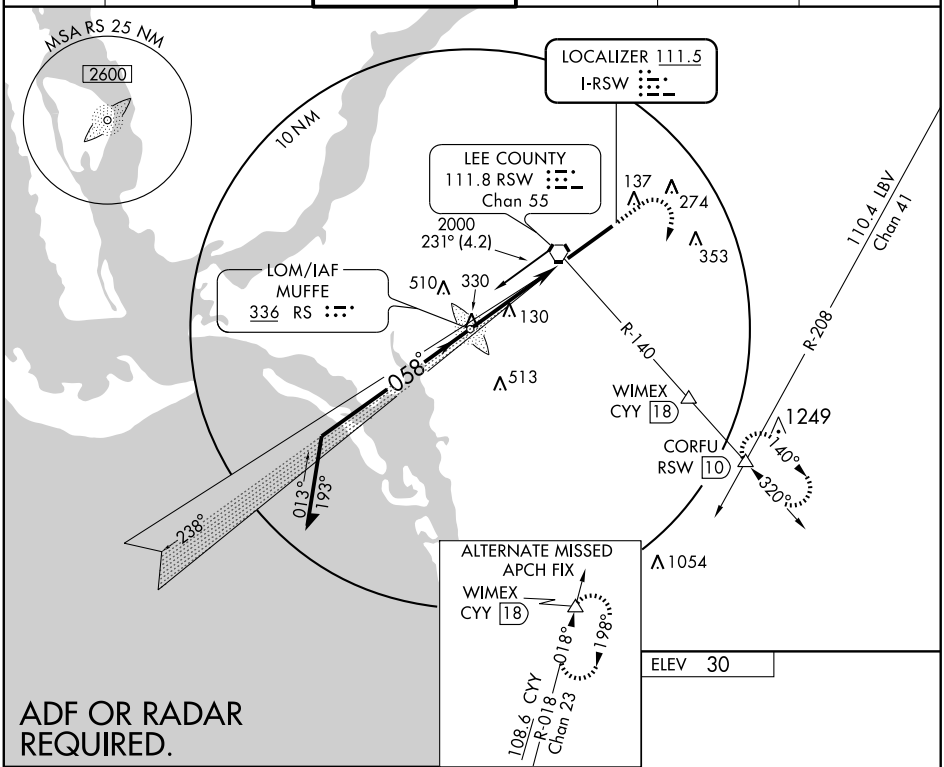
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

Cat. E procedure turn NA-RADAR Required.
For inoperative MALSR, increase S-ILS-6 Cat. E visibility to RVR 4000 and S-LOC-6 Cat. E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via RSW VORTAC R-140 to CORFU Int/ RSW 10 DME and hold.

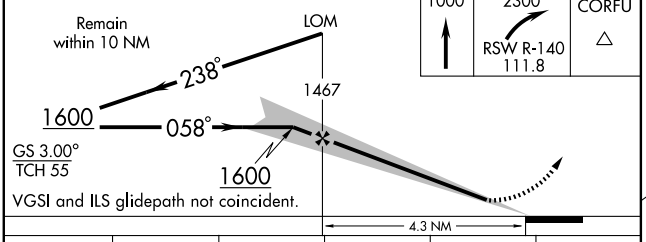
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



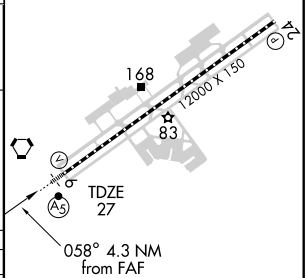
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

1000	2300	CORFU
	RSW R-140 111.8	



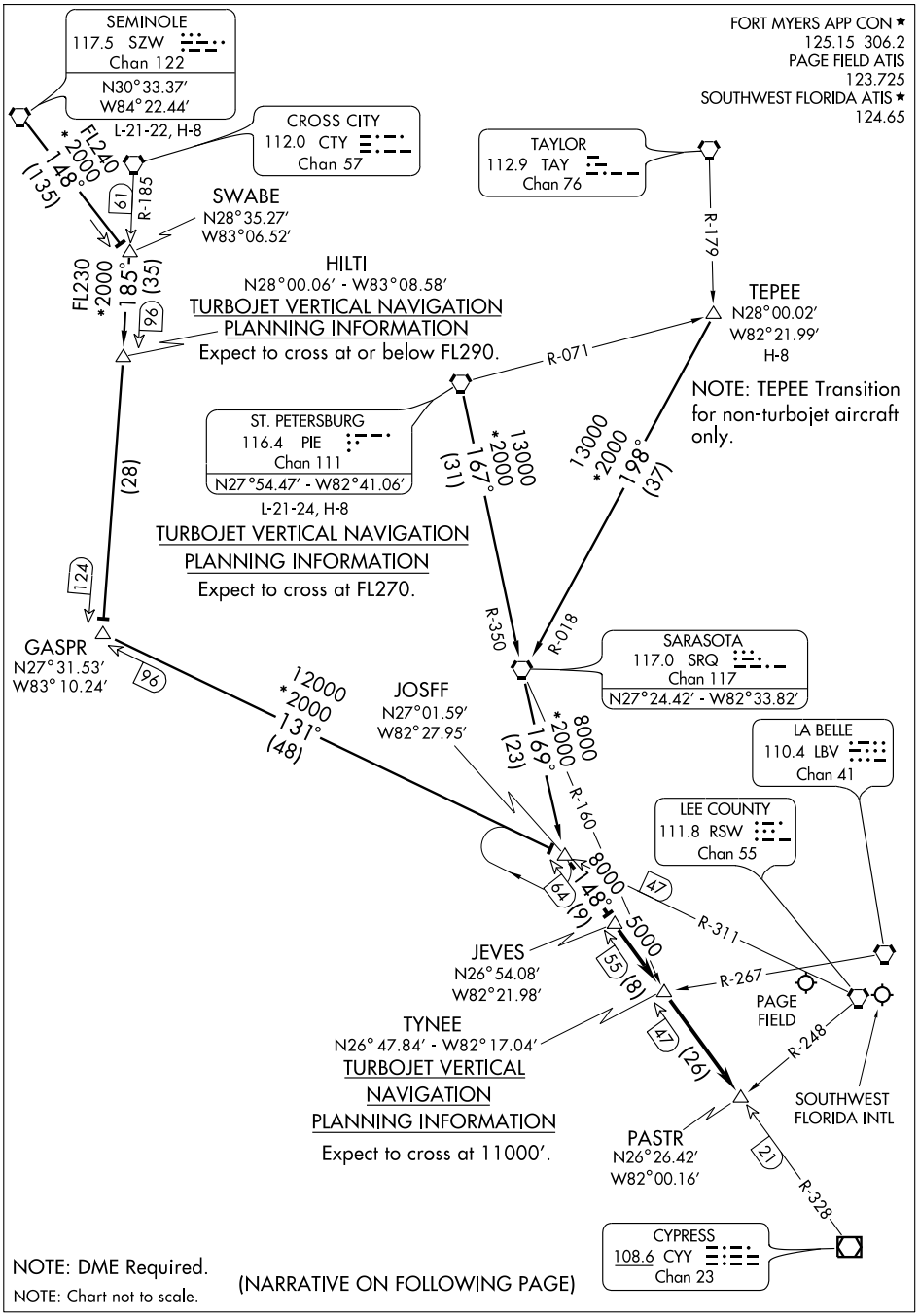
ELEV 30



REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

CATEGORY	A	B	C	D	E
S-ILS-6	227/18 200 (200-½)				227/24 200 (200-½)
S-LOC-6	380/24 353 (400-½)			380/40 353 (400-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)	720-2½ 690 (700-2½)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	12000
CH 65619	058°	TDZE	27
W06A		Apt Elev	30

RNAV (GPS) RWY 6

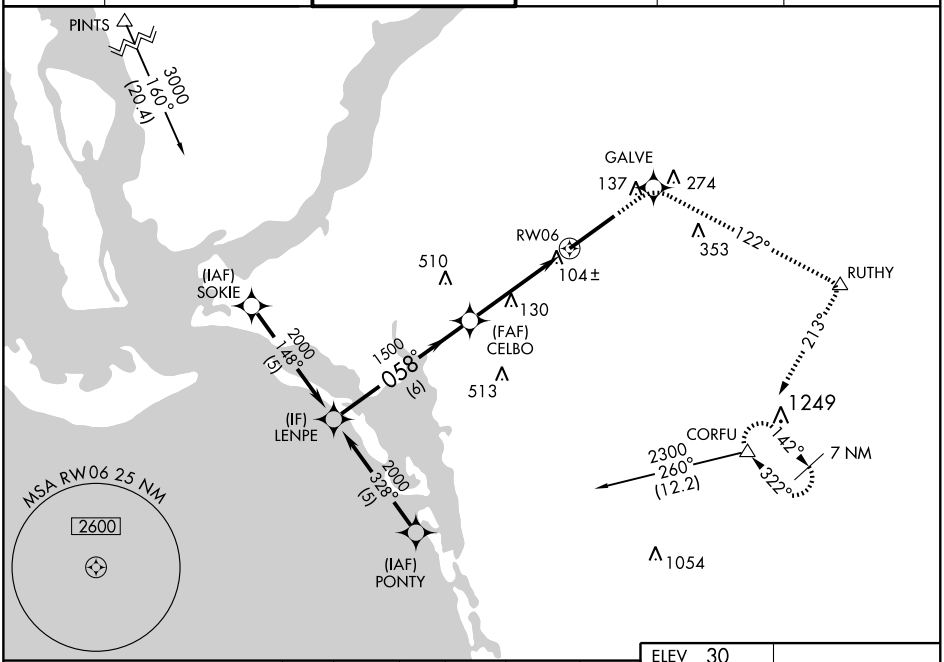
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

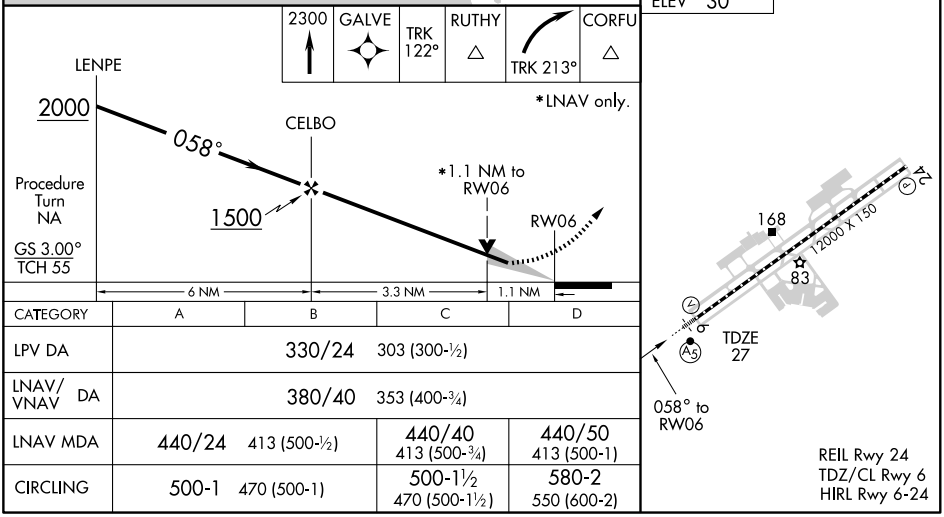
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)





CATEGORY	A	B	C	D
LPV DA	330/24	303 (300-½)		
LNAV/VNAV DA	380/40	353 (400-¾)		
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg 12000
CH 70319	238°	TDZE 30
W24A		Apt Elev 30

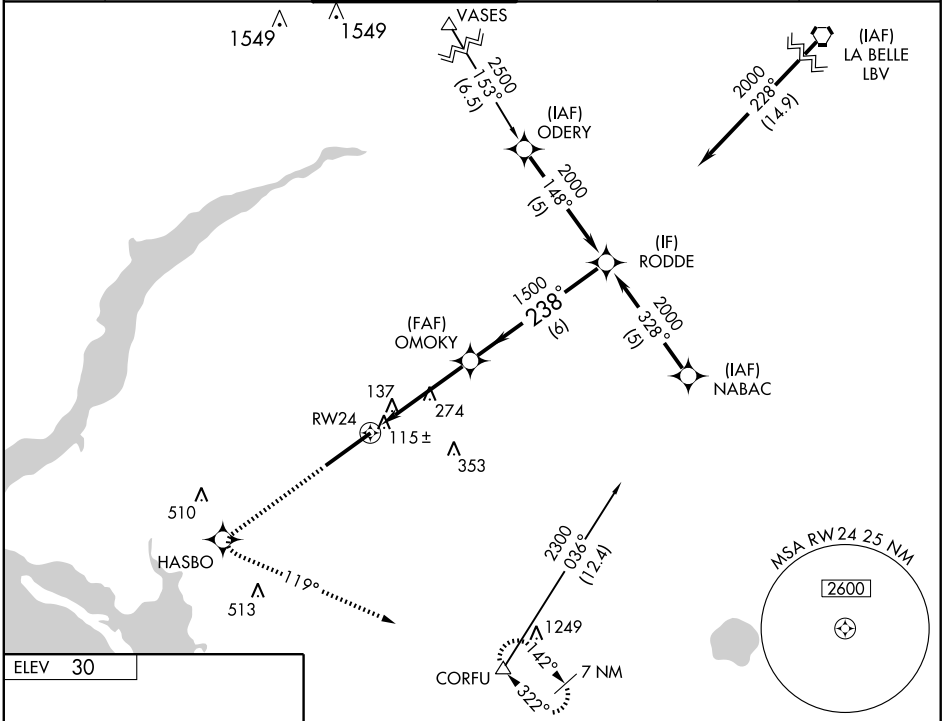
RNAV (GPS) RWY 24

FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

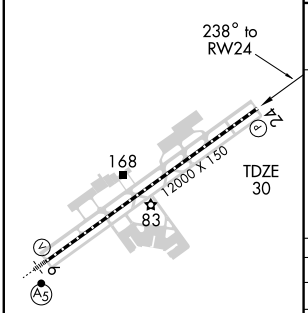
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

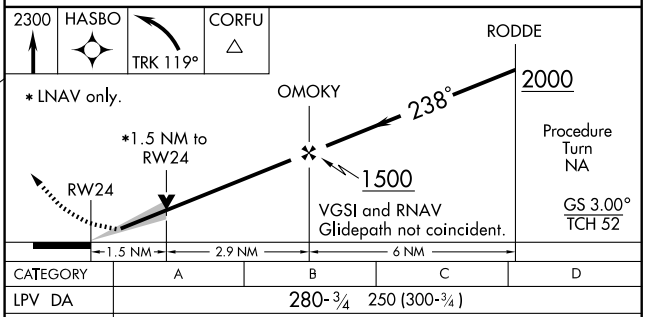
MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



ELEV 30

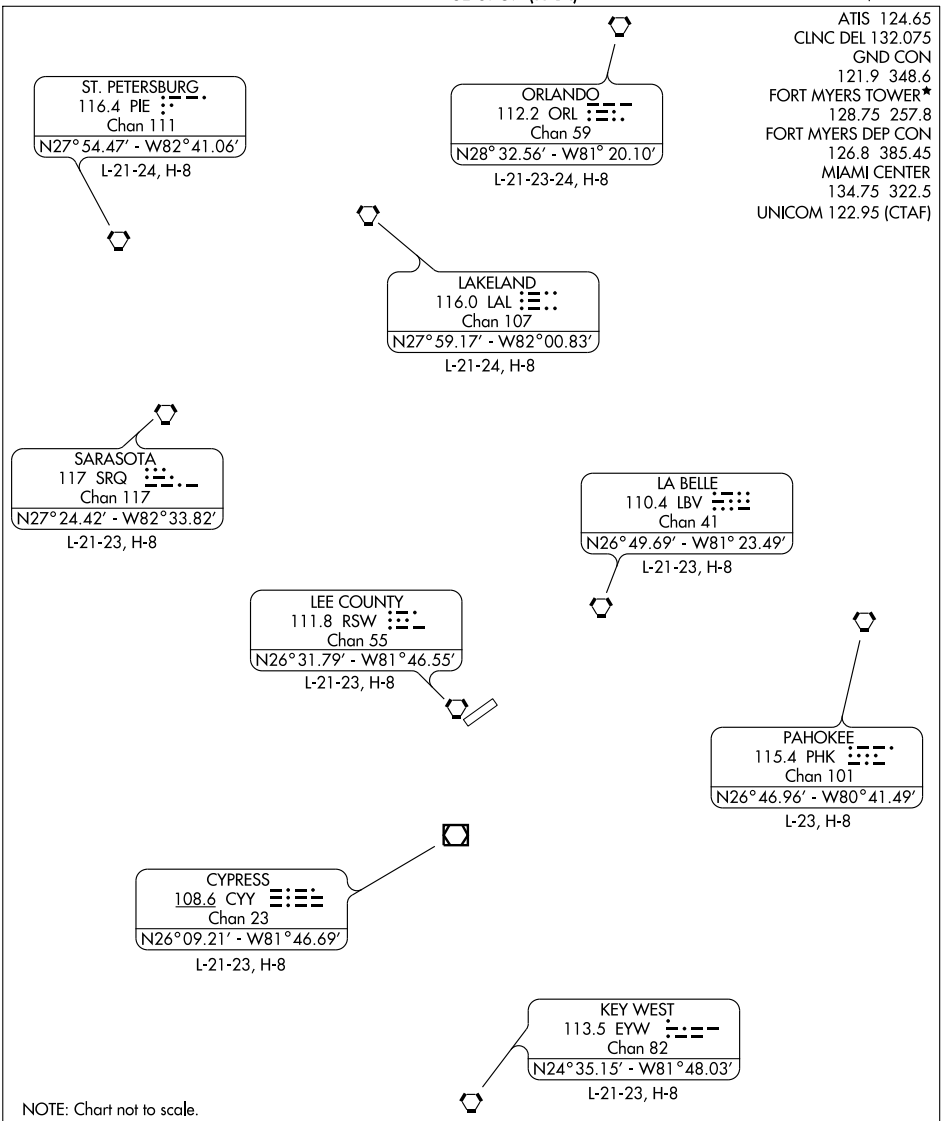




CATEGORY	A	B	C	D
LPV DA	280-¾ 250 (300-¾)			
LNAV/ VNAV DA	420-1¼ 390 (400-1¼)			
LNAV MDA	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-1¾ 550 (600-1¾)
CIRCLING	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Fly runway heading or as assigned for vectors to join filed route.

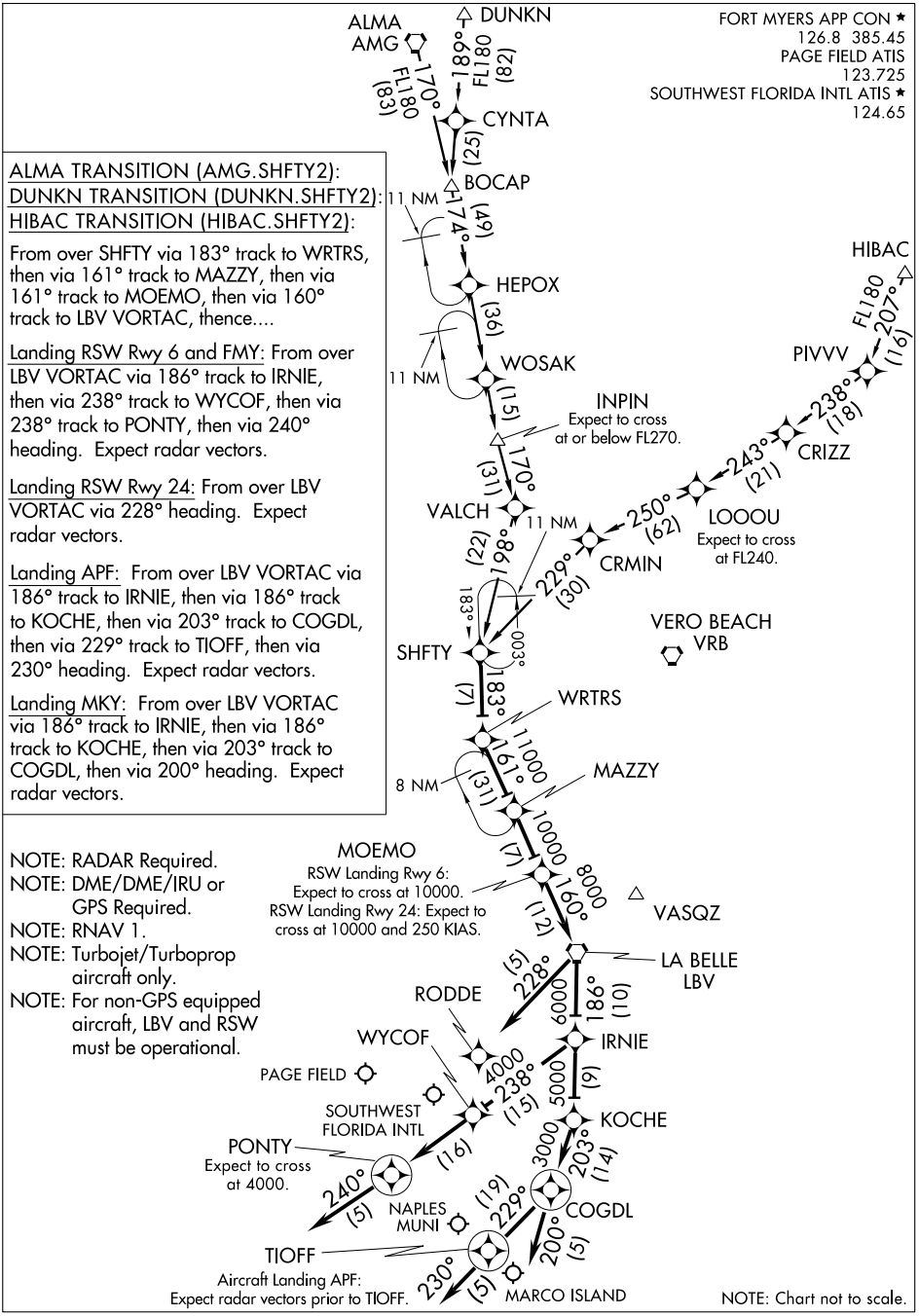
TAKE-OFF RUNWAY 24: (Southbound) fly runway heading or as assigned for vectors to join filed route.

All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

TYNEE ONE ARRIVAL (RNAV)

ST-154 (FAA)

FORT MYERS, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65

BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

SEMINOLE
SZW
FL180
154°
(51)
HEVVN
155°
(60)
PLYER
166°
(24)
11 NM
EGAME
(31)
OGGER
Expect to cross at FL270.
11 NM
162°
342°
HODAR
162°
(52)
CODGR
109°
289°
11 NM
FL180
109°
(39)
11 NM
329°
149°
FRZBE
15000
149°
(18)
NOTE: FRZBE Transition, ATC assigned only.
10 NM
BAGGS
11000
128°
(36)
JOSFF
13000
(9)
JEVES
9 NM
(8)
11000
LENPE
RSW Landing Rwy 6: Expect to intercept approach at LENPE.
SOUTHWEST FLORIDA INTL
PAGE FIELD
TYNEE
Expect to cross at 11000.
3000
149°
(26)
(4)
107°
PASTR
129°
(5)
107°
(5)
058°
(6)
058°
(5)
NABAC
086°
(7)
SPNKE
LLMER
Expect to cross at 5000.
COOPR
Expect to cross at 4000.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

TYNEE ONE ARRIVAL (RNAV)
FORT MYERS, FLORIDA
(TYNEE.TYNEE1) 08269

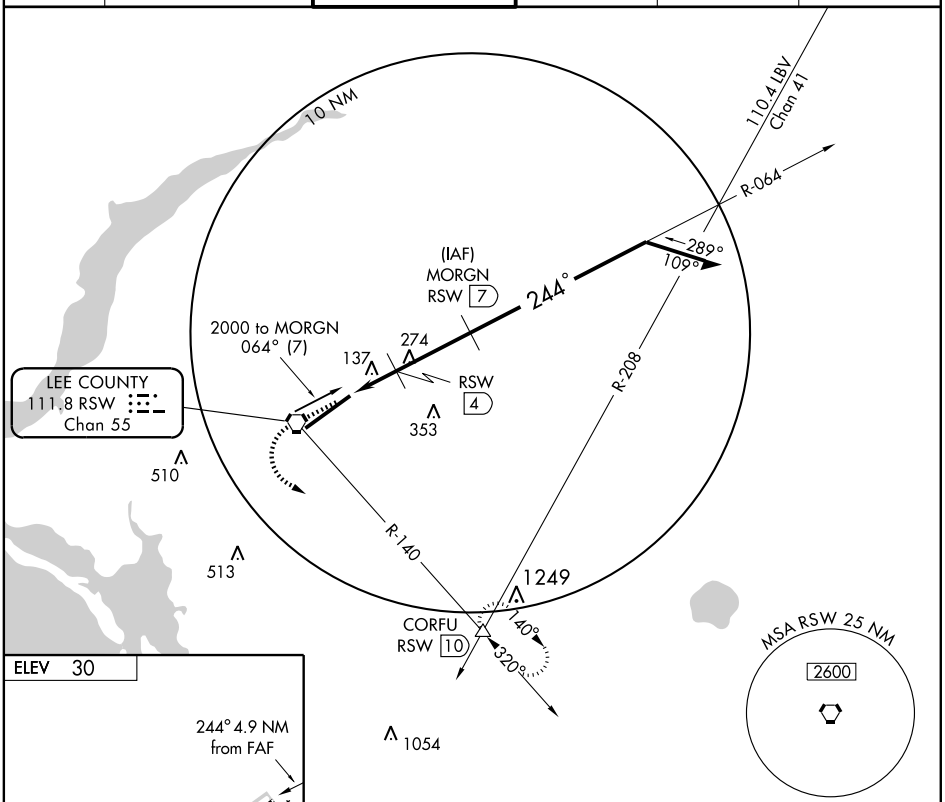
VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy Idg 12000 TDZE 30 Apt Elev 30

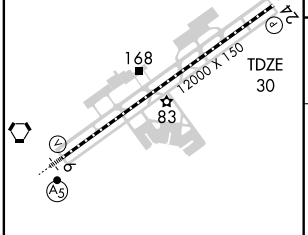
VOR/DME or TACAN RWY 24

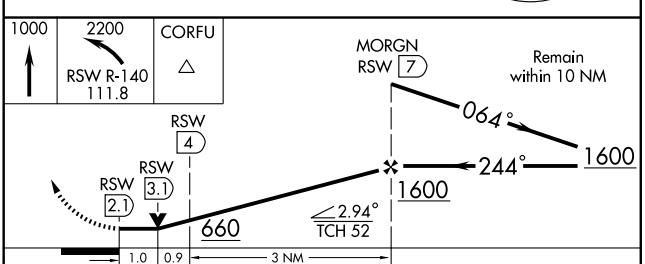
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 via RSW R-140 to CORFU/RSW 10 DME and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			400-1¼ 370 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)

AL-5343 (FAA)

FORT PIERCE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT PIERCE, FLORIDA

FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)

10210

FT PIERCE

ST LUCIE CO INTL (FPR) 3 NW UTC−5(−4DT) N27°29.85′ W80°22.36′

MIAMI
H–8I, L–24F
IAP, AD

24 B S4 **FUEL** 100LL, JET A OX 1,2 LRA NOTAM FILE FPR

RWY 10R–28L: H6492X150 (ASPH) S–30, D–60 MIRL

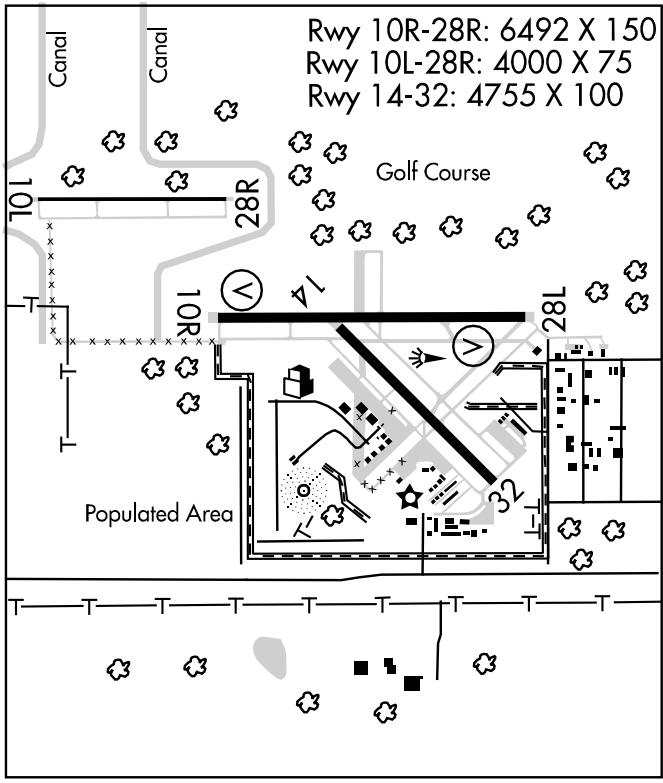
RWY 10R: REIL. VASI(V4L)—GA 3.0° TCH 31′. Trees. Rgt. tfc.

RWY 28L: VASI (V4L)—GA 3.0° TCH 52′. Trees.

RWY 10L–28R: H4000X75 (ASPH) MIRL S–15 **Rwy 28R:** Rgt. tfc.

RWY 14–32: H4755X100 (ASPH) S–15 MIRL

RWY 14: Tree. Rgt. tfc. **RWY 32:** P-line.



AIRPORT REMARKS: Attended 1200–0200Z‡. Numerous flocks of birds and wildlife on and invof arpt. Extensive flight training on and within 20 miles of arpt blo 6000′. High tension p–lines 1/4 mile west AER 10L unmarked and unlighted. Drainage channel 80 ft wide, 10 ft deep, 600 ft from AER 10L. Drainage channel 80 ft wide, 10 ft deep, 530 ft from AER 28R. 2 ft drainage ditch 361 ft from Rwy 10R thld 259 ft right. 2 ft drainage ditch 797 ft from thld Rwy 28L 349 ft left. 2 ft drainage ditch 367 ft west of Twy A1 between Twy A and Rwy 10L–28R. Trees on AER 10R 600′ from right and left of centerline. Lgtd ARFF communications antenna 125′ AGL located 793′ SSE of Rwy 28L thld. VFR training acft outside of Class D airspace transmit intended activity on 123.3. 8′ fence 400′ from centerline on northside of Rwy 10R–28L and east of Rwy 14–32. Rwy 10L–28R VFR training rwy. Extremely noise sensitive area E and SE. When twr closed right tfc Rwy 14. Rwy 10R and Rwy 28R. Voluntary noise abatement procedures in effect, ctc arpt management at 772–462–1732. Voluntary restrictions on touch and go or stop and go operations on Sun, and holidays, Mon–Sat 2 hrs after SS–1300Z‡. Rwy 14–32 has 50′ paved shoulders. Twy C1 restricted to acft with a wing span of 105′ or less. Rwy 10R–28L 25′ paved shoulders. ACTIVATE REIL Rwy 10R, MIRL Rwy 10L–28R, Rwy 10R–28L and Rwy 14–32 CTAF. VASI Rwy 10R and Rwy 28L opr continuously. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (772) 489–4281.

COMMUNICATIONS: CTAF 128.2 **ATIS** 134.825

FT PIERCE RCO 122.55 (MIAMI RADIO)

Ⓡ **MIAMI CENTER APP/DEP CON** 132.25

FT PIERCE TOWER 128.2 (1200–0200Z‡) **GND CON** 119.55

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.

VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 154° 12.5 NM to fld. 20/04W. **HIWAS.**

FT PIERCE NDB (MHW) 275 FPR N27°29.20′ W80°22.40′ at fld. NOTAM FILE FPR.

LUUCE NDB (LOM) 338 FJ N27°29.82′ W80°28.48′ 094°5.4 NM to fld.

ILS/DME 110.55 I–FJD Chan 42(Y) Rwy 10R. Class IA. LOM LUUCE NDB. ILS unmonitored.

FT WALTON BEACH (See NAVARRE)

LOC/DME I-FJD	APP CRS	Rwy Idg 6492
110.55	094°	TDZE 23
Chan 42 (Y)		Apt Elev 24

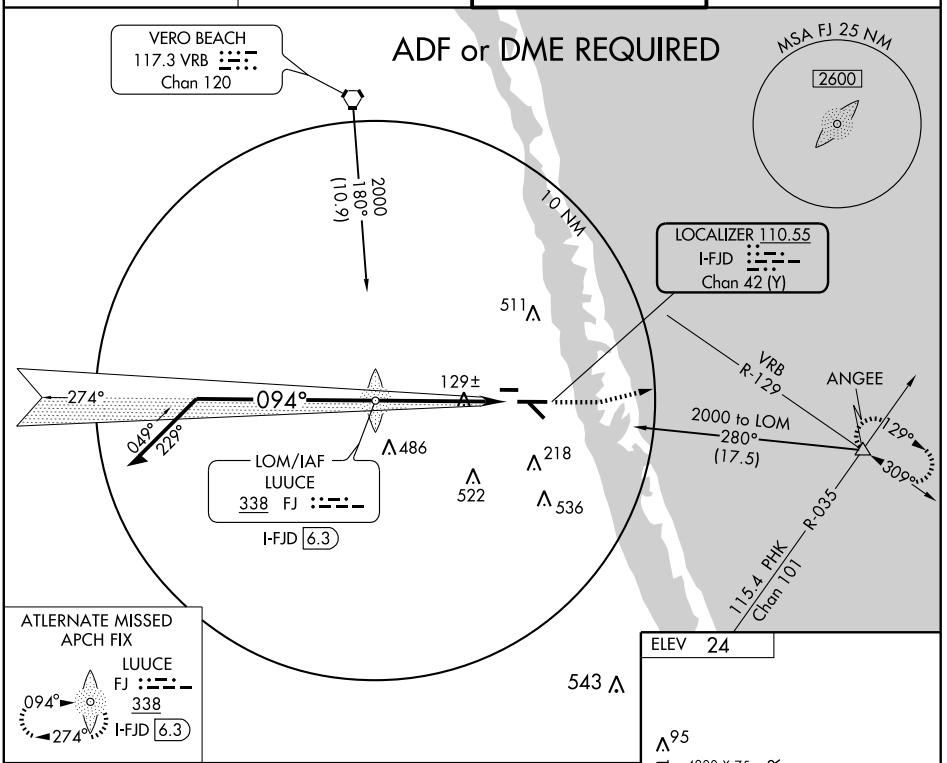
ILS or LOC RWY 10R

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

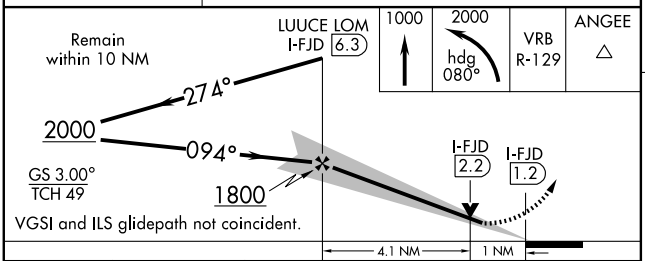
When local altimeter setting not received, use Vero Beach altimeter setting and increase DA to 254; increase all MDA 40 feet.
VDP NA when using Vero Beach altimeter setting.
Autopilot coupled approach NA below 720 MSL.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 080° and via VRB VORTAC R-129 to ANGEE INT and hold.

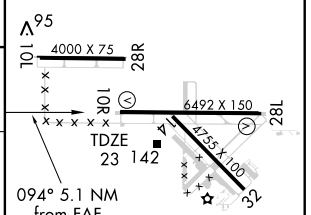
ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55



ATLANTIC MISSED APCH FIX



ELEV 24



CATEGORY	A	B	C	D
S-ILS 10R	223-¾ 200 (200-¾)			
S-LOC 10R	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB FPR	APP CRS	Rwy Idg	N/A
275	262°	TDZE	N/A
		Apt Elev	23

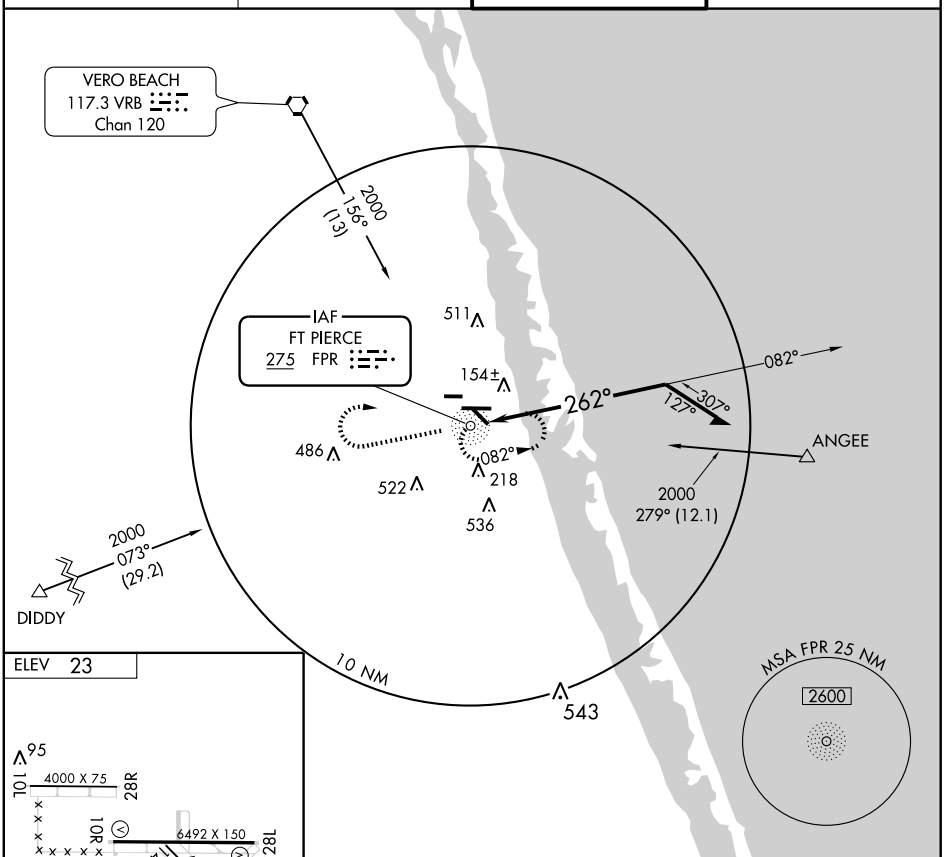
NDB-A

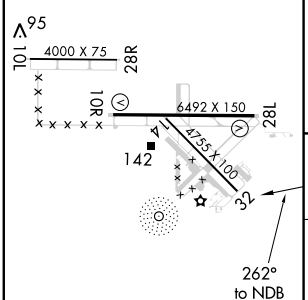
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

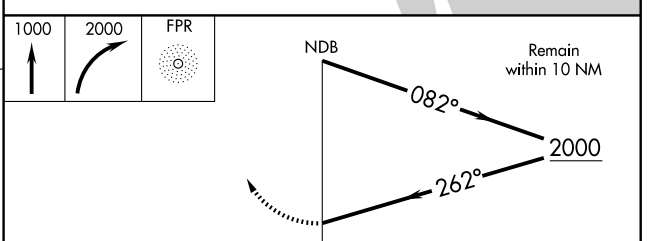
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB FPR	APP CRS	Rwy Idg	6492
275	247°	TDZE	24
		Apt Elev	24

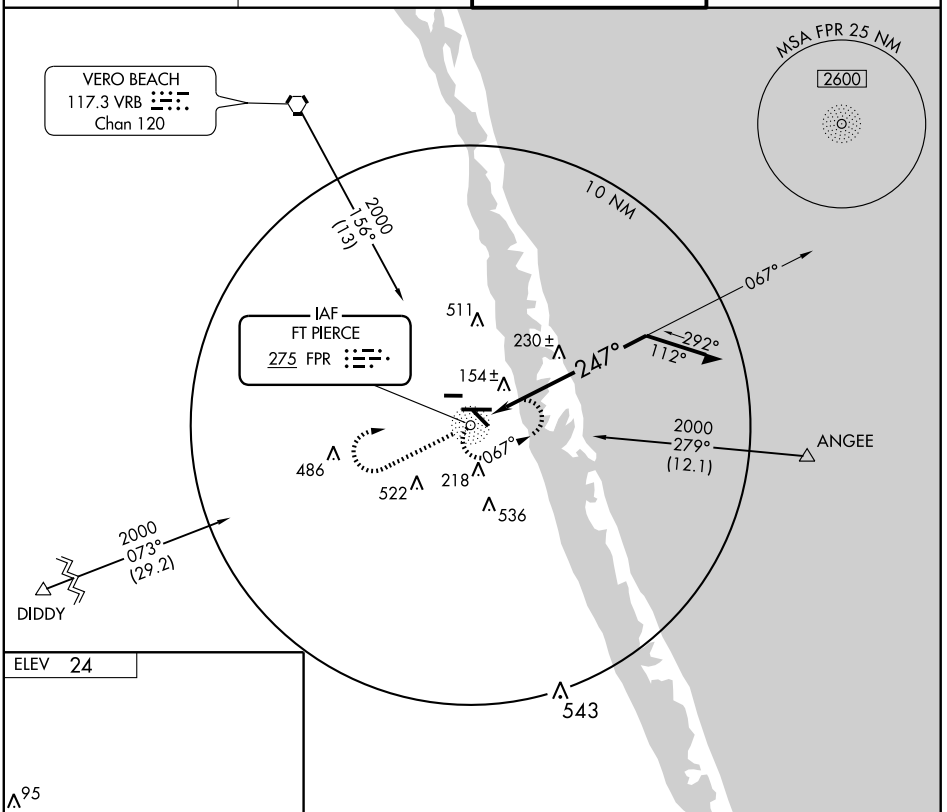
NDB RWY 28L

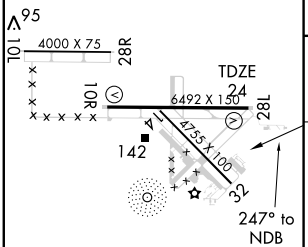
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

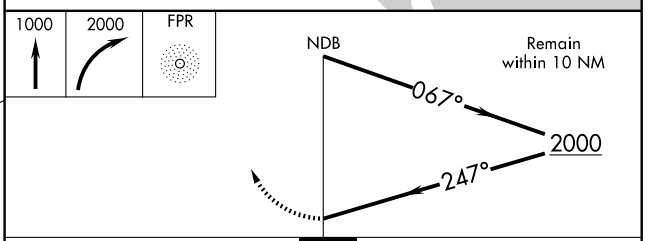
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
S-28L	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)
CIRCLING	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6492
094°	TDZE	23
	Apt Elev	24

RNAV (GPS) RWY 10R

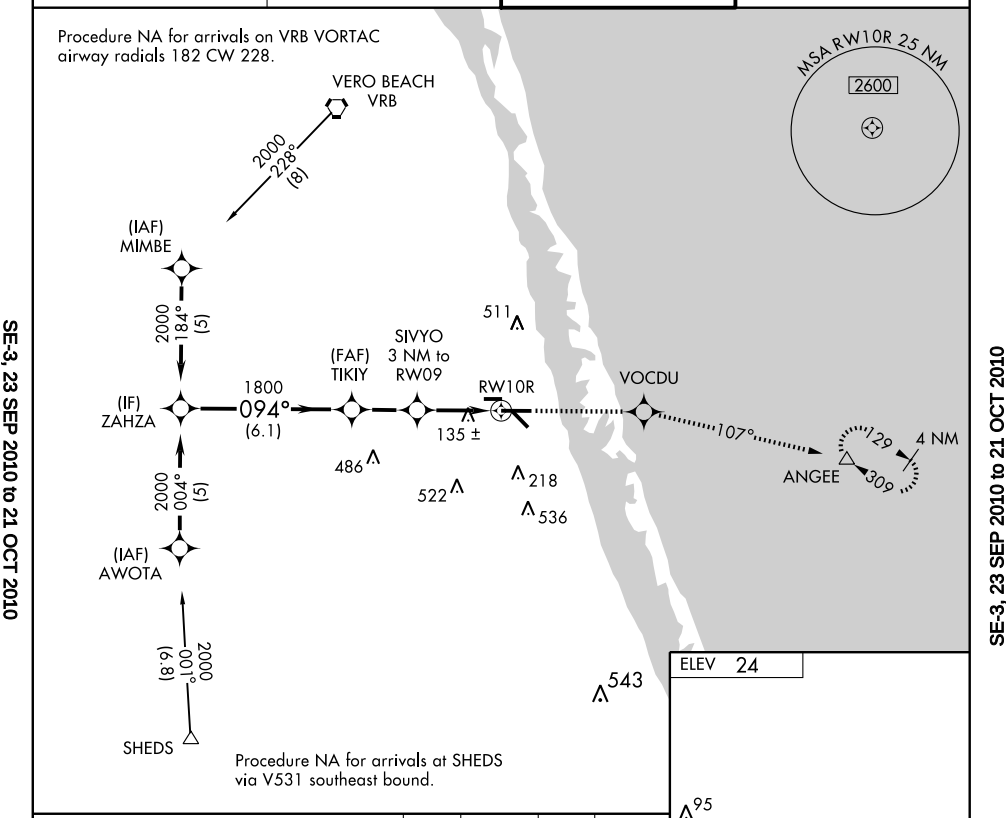
FORT PIERCE/ ST. LUCIE COUNTY INTL(FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. VDP NA when using Vero Beach altimeter setting. DME/DME RNP-0.3 NA.

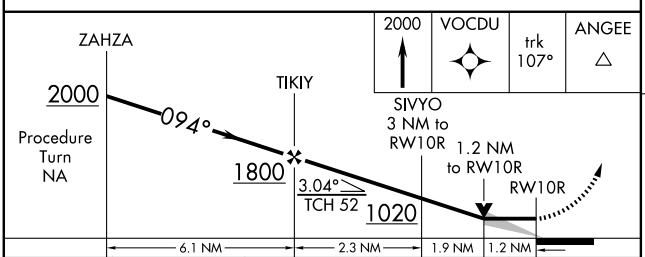
MISSED APPROACH: Climb to 2000 direct VOCDU and via 107° track to ANGEE and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 182 CW 228.

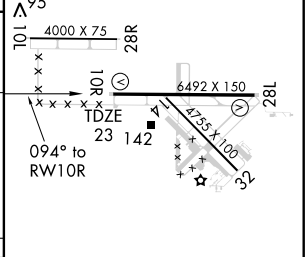


Procedure NA for arrivals at SHEDS via V531 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4755
CH 82508	139°	TDZE	24
W14A		Apt Elev	24

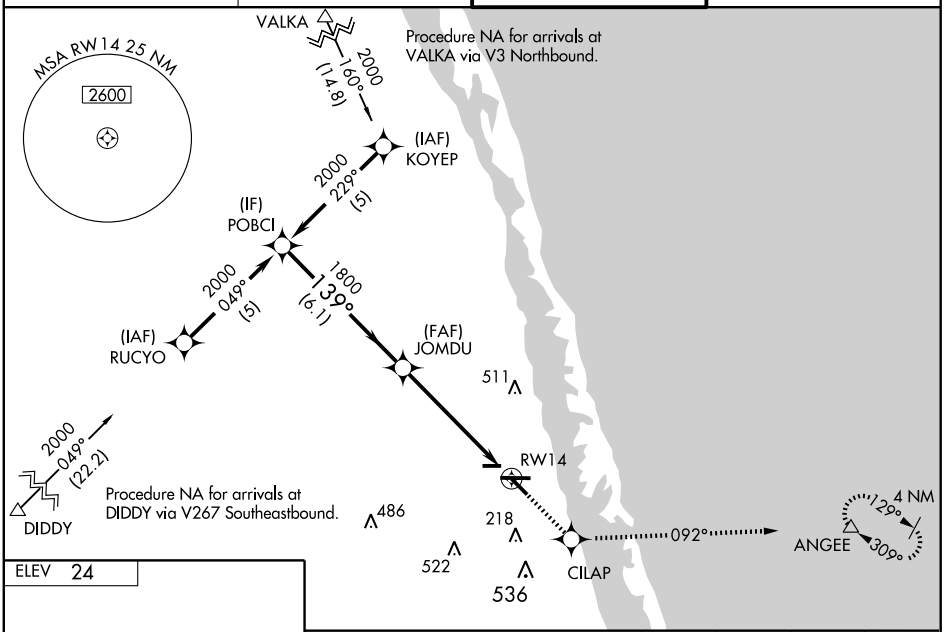
RNAV (GPS) RWY 14

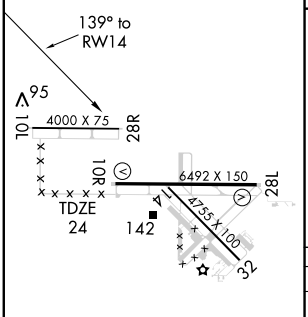
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 356; increase LNAV/VNAV DA to 415; Increase all MDA 40 feet; Increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Vero Beach altimeter setting.

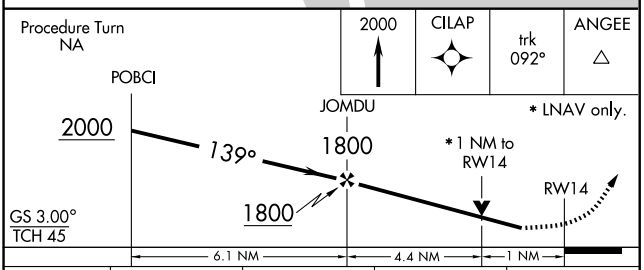
MISSED APPROACH: Climb to 2000 direct CILAP and via 092° track to ANGEE and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55





REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
LPV DA	325-1 301 (400-1)			
LNAV/VNAV DA	384-1¼ 360 (400-1¼)			
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6492
260°	TDZE	24
	Apt Elev	24

RNAV (GPS) RWY 28L

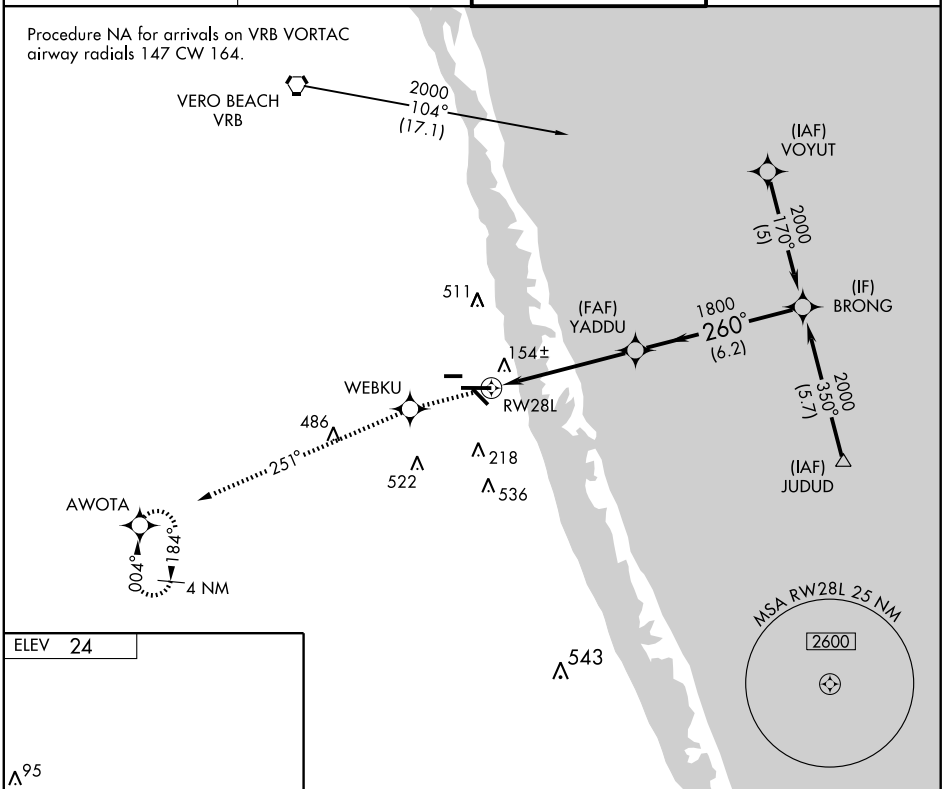
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

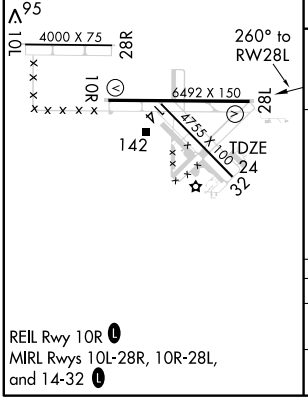
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Vero Beach altimeter setting.

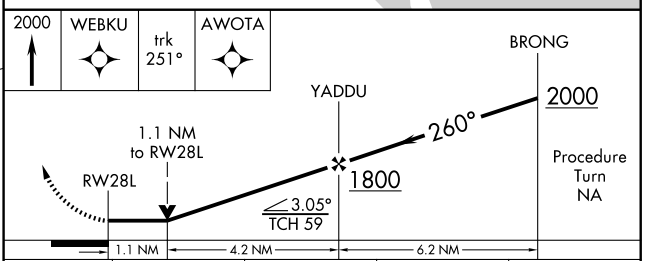
MISSED APPROACH: Climb to 2000 direct WEBKU and via 251° track to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 147 CW 164.







CATEGORY	A	B	C	D
LNAV MDA	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 65716 W32A	APP CRS 320°	Rwy Idg 4755 TDZE 24 Apt Elev 24

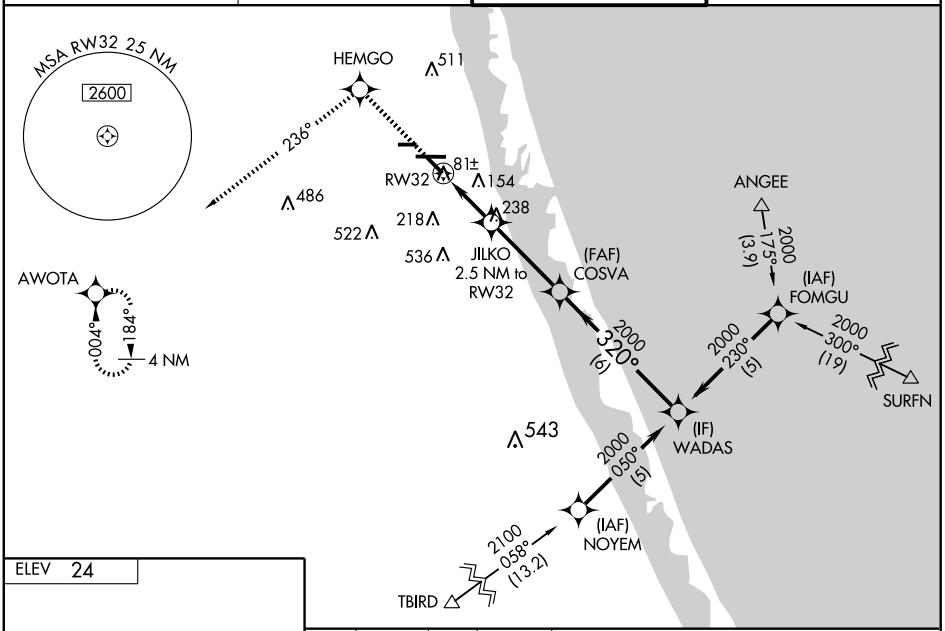
RNAV (GPS) RWY 32

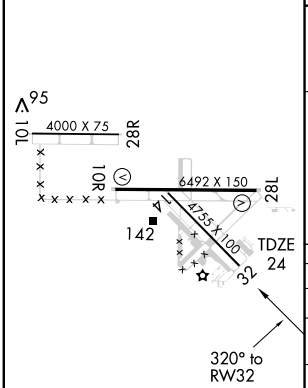
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

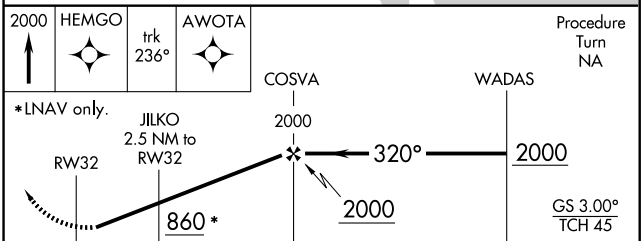
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Vero Beach altimeter setting. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 297; increase LNAV/VNAV DA to 364; increase all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile; LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 2000 direct HEMGO and via track 236° to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	341-1 317 (400-1)			
LNAV MDA	420-1 396 (400-1)			
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC VRB 117.3 Chan 120	APP CRS 154°	Rwy Idg 4755 TDZE 24 Apt Elev 24

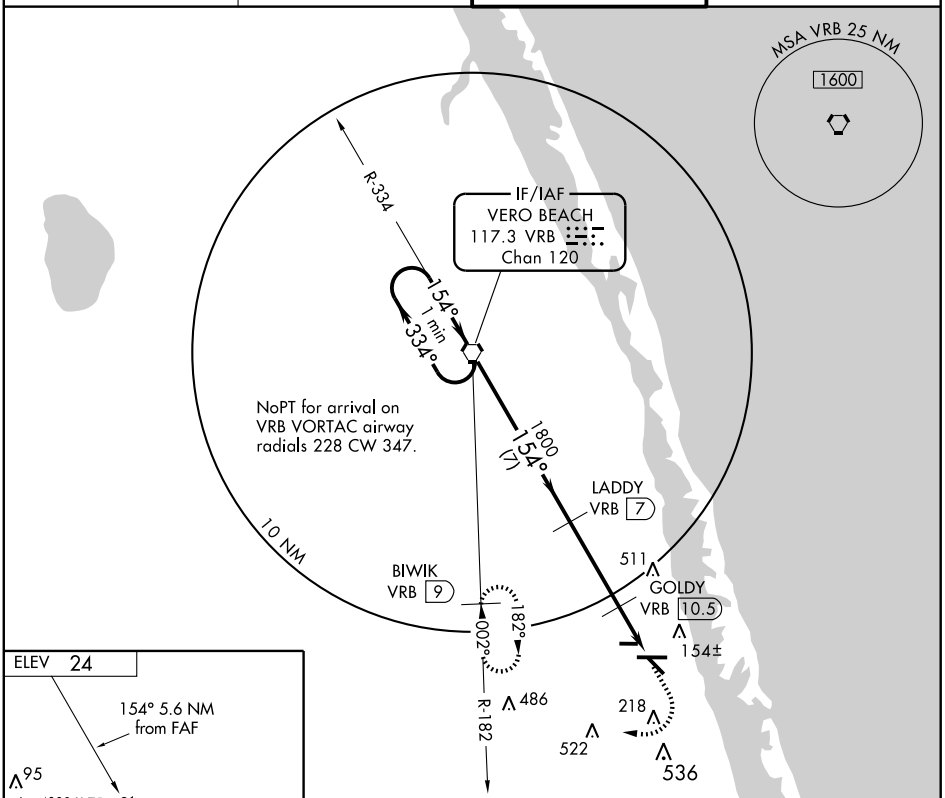
VOR/DME RWY 14

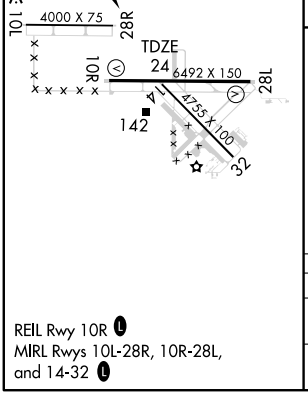
FORT PIERCE/ ST. LUCIE COUNTY INTL(FPR)

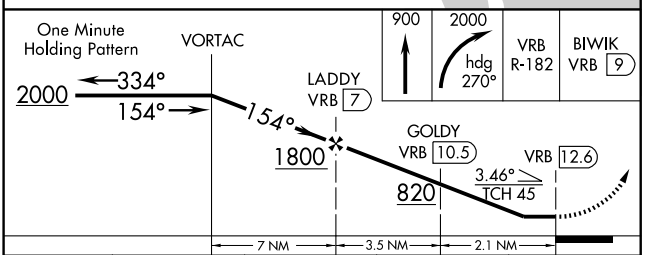
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; Increase S-14 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 270° and VRB VORTAC R-182 to BIWIK/9 DME and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
S-14	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

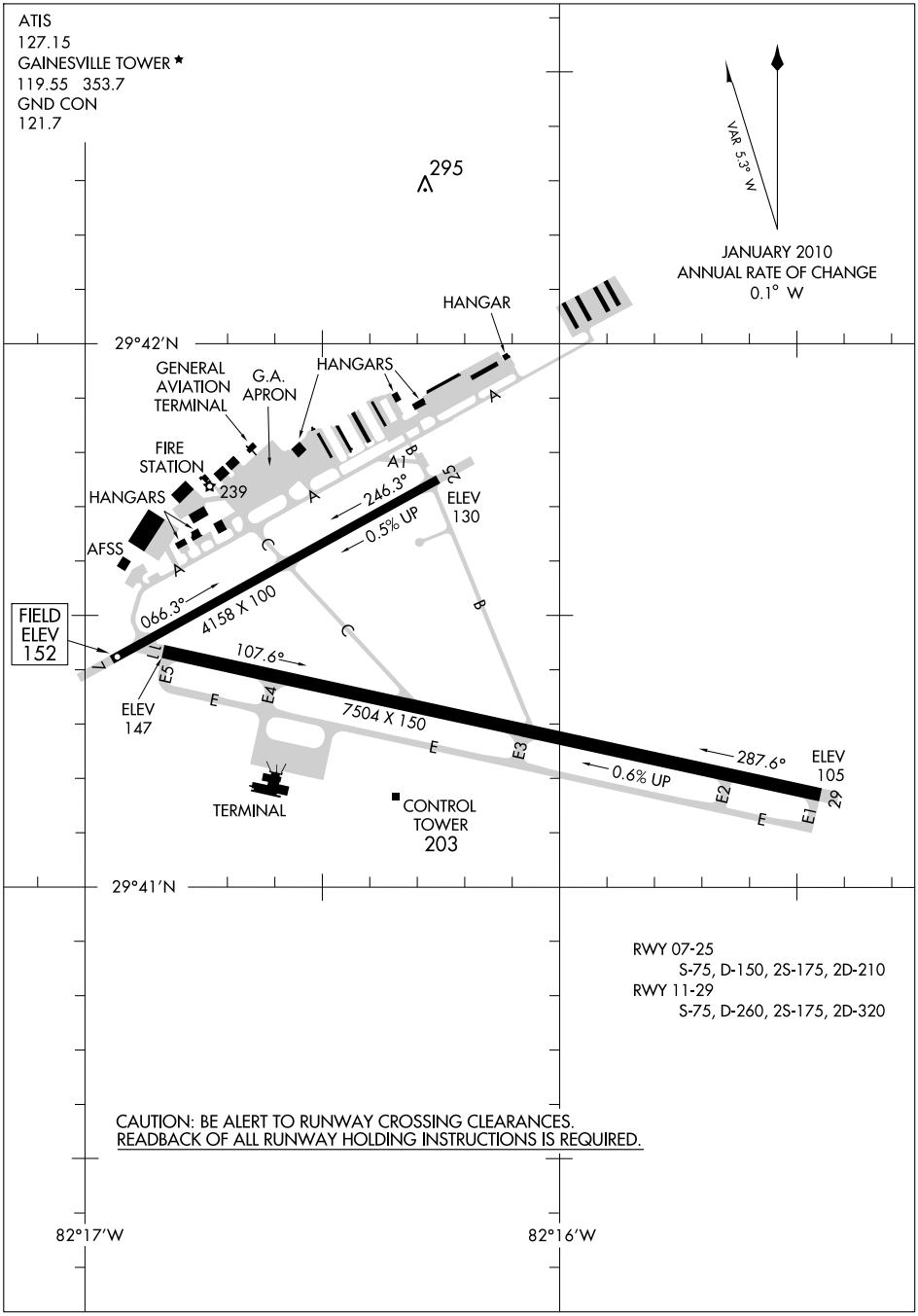
REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GNV)
GAINESVILLE, FLORIDA



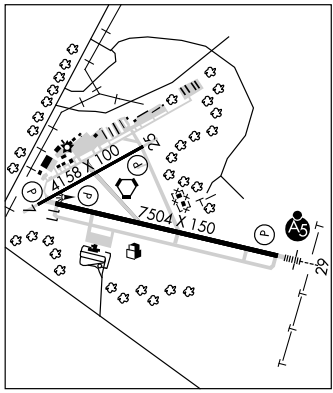
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

GAINESVILLE, FLORIDA
GAINESVILLE RGNL (GNV)

10210

GAINESVILLE RGNL (GNV) 3 NE UTC−5(−4DT) N29°41.40′ W82°16.31′ **JACKSONVILLE**
152 B S4 **FUEL** 100, JET A OX 1, 3 Class I, ARFF Index—See Remarks **H–8H, 12F, L–21D, 24G**
NOTAM FILE GNV **IAP, AD**



RWY 11–29: H7504X150 (ASPH–GRVD) S–75, D–260, 2S–175, 2D–320 HIRL 0.6% up W
RWY 11: REIL. PAPI(P4L). TCH 50′. Tree.
RWY 29: MALSR. PAPI(P4R)—GA 3.0° TCH 55′.
RWY 07–25: H4158X100 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–210 MIRL 0.5% up SW
RWY 07: PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 25: PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended continuously. Birds, deer and other animals on and invof arpt. High density migratory birds during dalgt hrs invof all runways. A small portion of Rwy 07–25 and Twy A are not visible from the twr because the line of sight is blocked by the VORTAC bldg. Rwy 07–25 not avbl to air carrier acft. Northeast 1000′ portion of Twy A is not visible from the twr. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except with 24 hr PPR call airport manager 352–373–0249. Class I, ARFF Index A. Index B ARFF (Acft Rescue and Fire Fighting) equipment avbl upon request. When twr clsd acft weighing more than 12,500 lbs. are rqr to ctc FBO ops for parking instructions prior to exiting Twy 'A' due to irregular pavement strengths. Contact FBO 352–335–4681. Rwy 11–29 grooving full length X 130′ wide center portion. GA ramp limited to acft 90,000 lbs max gross takeoff weight, dual wheel or below or with PPR. Rwy 29 touchdown runway visual range avbl. When twr clsd, ACTIVATE MIRL Rwy 07–25, HIRL Rwy 11–29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS (352) 335–8672. **HIWAS** 116.2 GNV.
COMMUNICATIONS: CTAF 119.55 **ATIS** 127.15 **UNICOM** 122.95
GATORS RCO 116.2T 122.1R 122.2 122.5 123.65 (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 118.175 (6000′ and blo)
TOWER 119.55 (1145–0330Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1145–0330Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS(L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ at fld. 128/04W. **HIWAS.**
WYNDS NDB (MHW/LOM) 269 GN N29°40.20′ W82°10.33′ 287° 5.3 NM to fld.
ILS 111.3 I–GNV Rwy 29. Class IE. LOM WYNDS NDB.
ASR
COMM/NAV/WEATHER REMARKS: Ctc Gainesville Radio for airport advisory service on 119.55 when twr is clsd.

GATORS N29°41.53′ W82°16.38′ NOTAM FILE GNV **JACKSONVILLE**
(L) VORTAC 116.2 GNV Chan 109 at Gainesville Rgnl. 128/04W. **H–8H, 12F, L–21D, 24G**
VORTAC unusable byd 25 NM blo 3000′. **HIWAS.**
RCO 116.2T 122.1R 122.2 122.5 123.65 (GAINESVILLE RADIO)

GEORGE T LEWIS (See CEDAR KEY)

GREENVILLE N30°33.08′ W83°46.99′ NOTAM FILE GNV. **JACKSONVILLE**
(L) VORTAC 109.0 GEF Chan 27 159° 30.7 NM to Perry–Foley. 220/01E. **L–21D, 22J**
VOR unusable 358°–013° blo 5000′.
RCO 122.1R 109.0T (GAINESVILLE RADIO)

HERLONG (See JACKSONVILLE)

HERNANDO CO (See BROOKSVILLE)

HERNY N28°30.41′ W81°26.04′ NOTAM FILE ORL. **JACKSONVILLE**
NDB (LOM) 221 OR 070° 5.8 NM to Orlando Executive. **L–24F**

LOC I-GNV	APP CRS	Rwy Idg	7504
111.3	286°	TDZE	122
		Apt Elev	152

ILS or LOC RWY 29

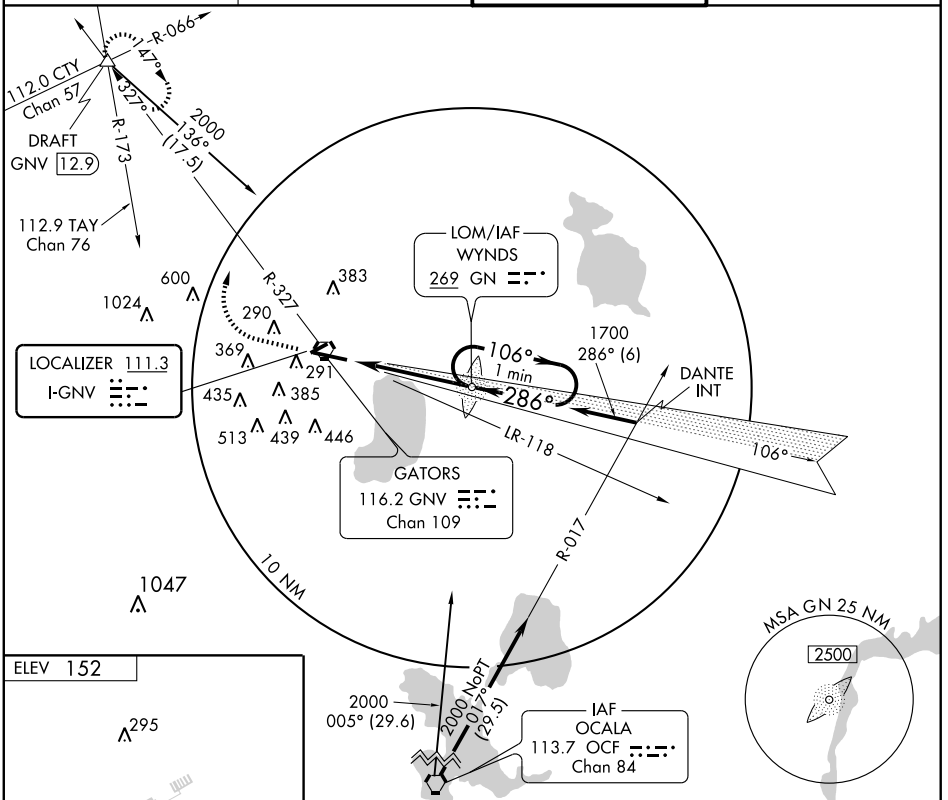
GAINESVILLE RGNL (GNV)

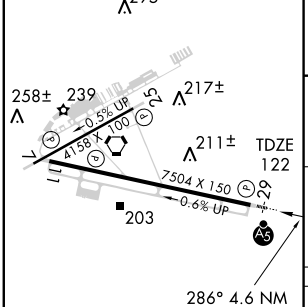
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via GNV VORTAC R-327 to DRAFT Int and hold.

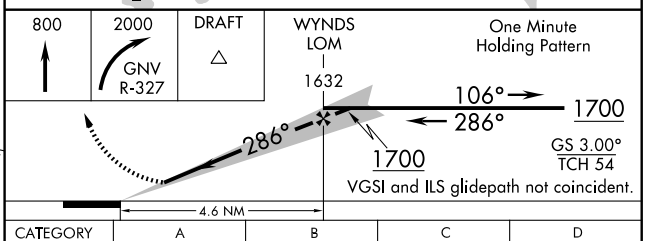
ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	* 322/24 200 (200-½)			
S-LOC 29	480/24 358 (400-½)			480/40 358 (400-¾)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	4158
065°	TDZE	152
	Apt Elev	152

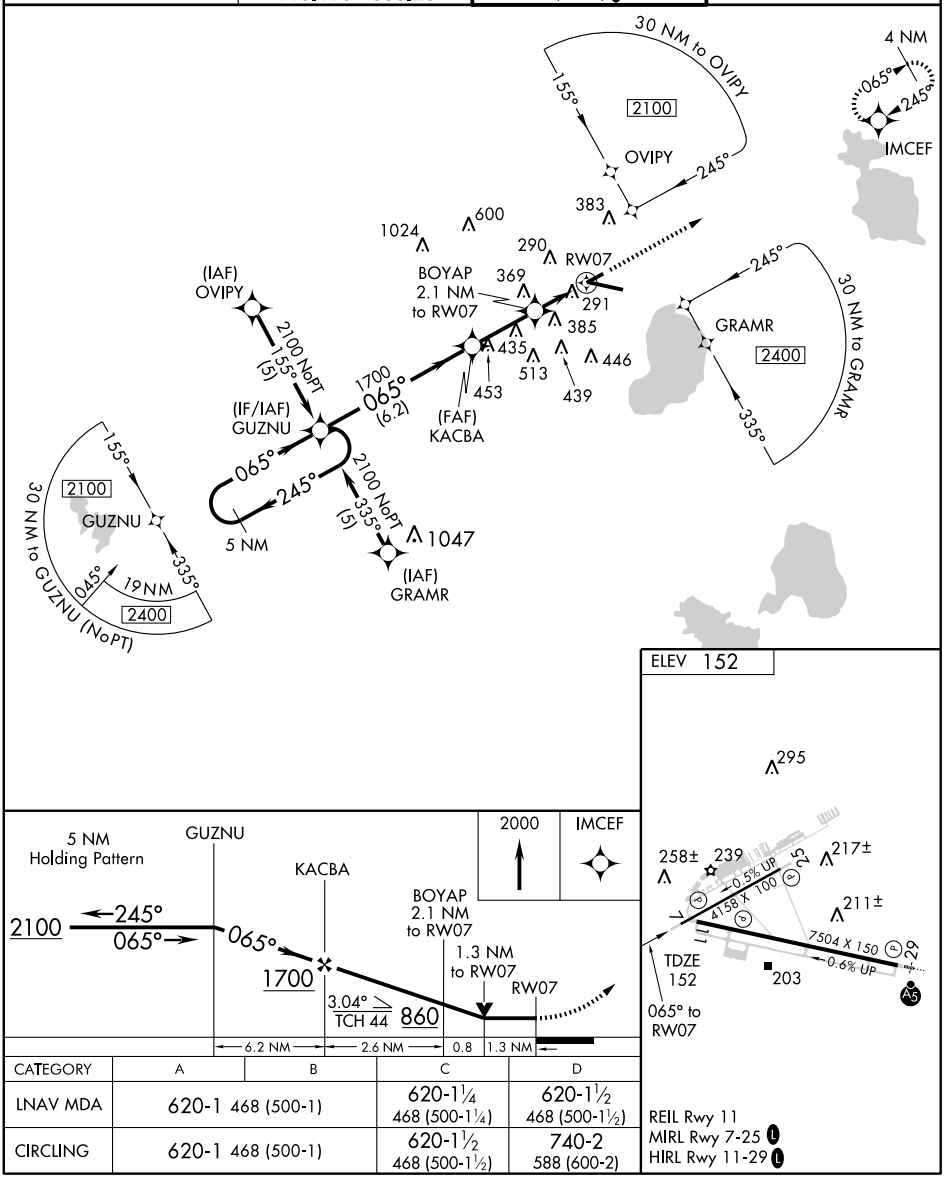
RNAV (GPS) RWY 7

GAINESVILLE RGNL (GNV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
If local altimeter not received, use Ocala Intl-Jim Taylor altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7



CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

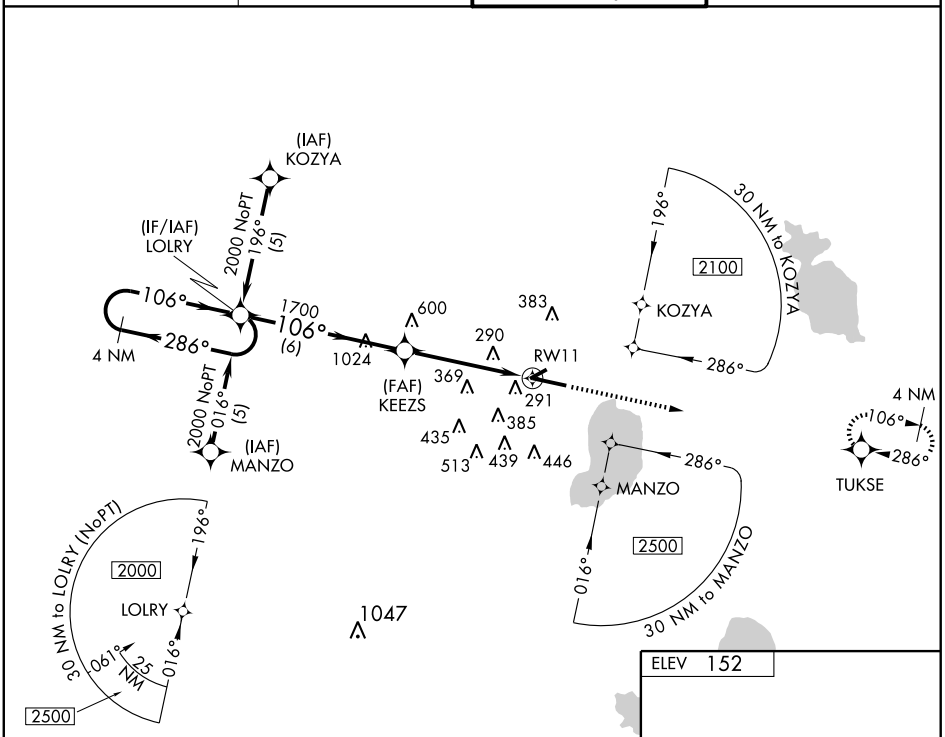
WAAS	APP CRS	Rwy ldg	7504
CH 50115	106°	TDZE	147
W11A		Apt Elev	152

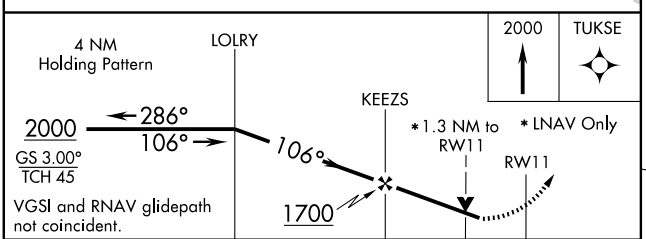
RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

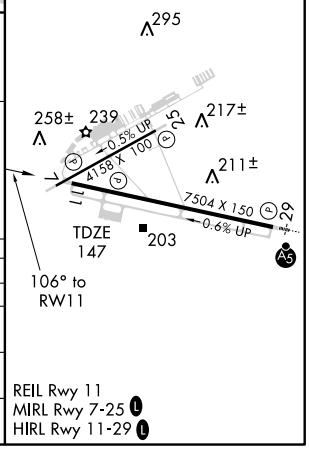
MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7





CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/VNAV DA	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)		600-1¼ 453 (500-1¼)	600-1½ 453 (500-1½)
CIRCLING	620-1½ 468 (500-1½)			740-2 588 (600-2)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4158
CH 86604	245°	TDZE	144
W25A		Apt Elev	152

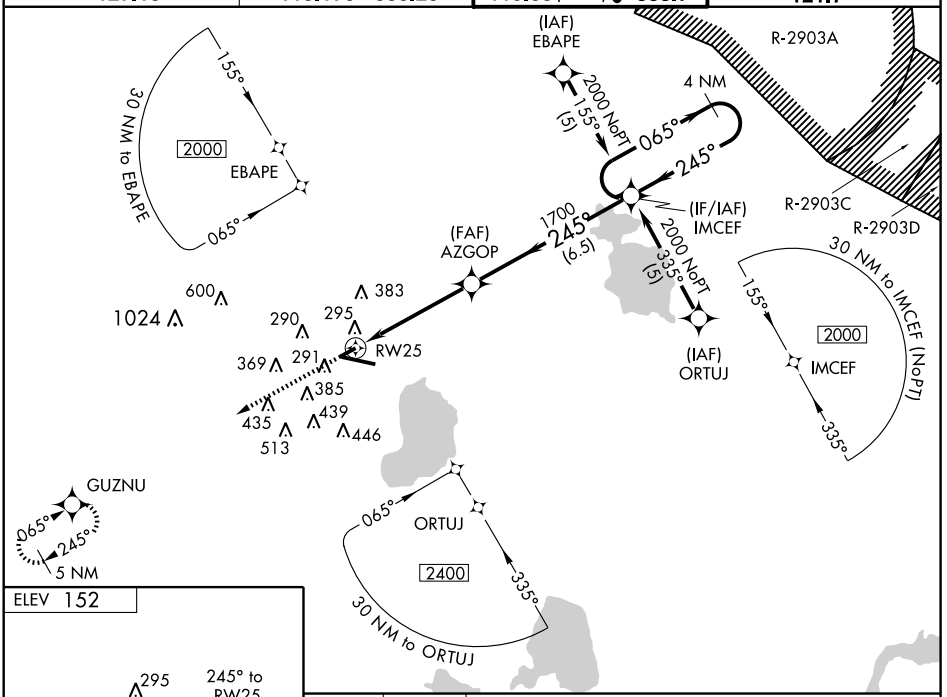
RNAV (GPS) RWY 25

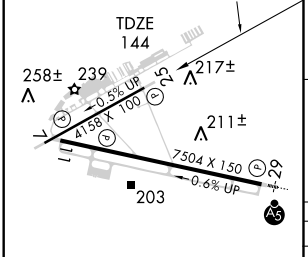
GAINESVILLE RGNL (GNV)

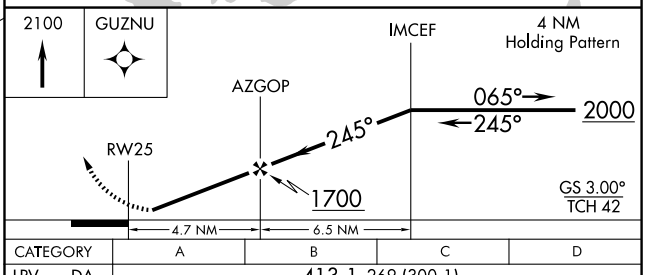
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). When local altimeter setting not received, use Ocala Intl-Jim Taylor altimeter setting and increase LPV DA to 494 feet, LNAV/VNAV DA to 774 feet, and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER ★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	413-1 269 (300-1)			
LNAV/VNAV DA	693-2 549 (600-2)			
LNAV MDA	560-1 416 (500-1)		560-1¼ 416 (500-1¼)	
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7504
CH 60916	286°	TDZE	122
W29A		Apt Elev	152

RNAV (GPS) RWY 29

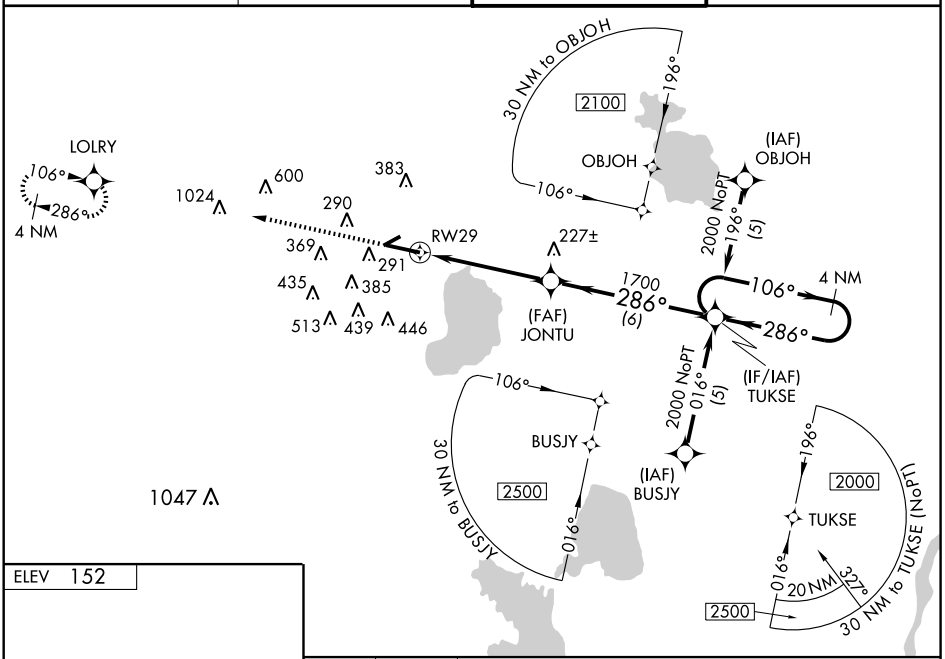
GAINESVILLE RGNL (GNV)

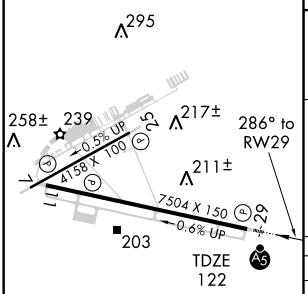
DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. When local altimeter setting not received, use Ocala-Intl-Jim Taylor Field altimeter setting and increase LPV DA to 501, increase LNAV/VNAV DA to 561, and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, and increase Circling Cat D visibility to 2¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

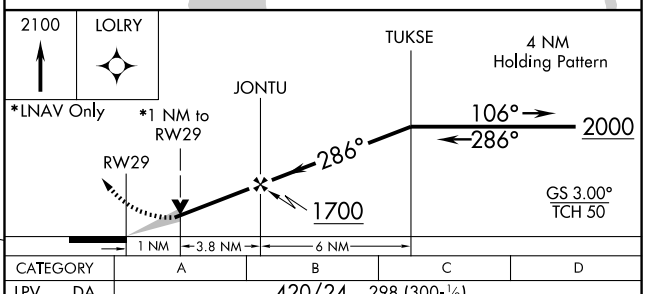
MALSR

MISSED APPROACH: Climb to 2100 direct LOLRY and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	420/24 298 (300-½)			
LNAV/VNAV DA	480/40 358 (400-¾)			
LNAV MDA	500/24 378 (400-½)			500/50 378 (400-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

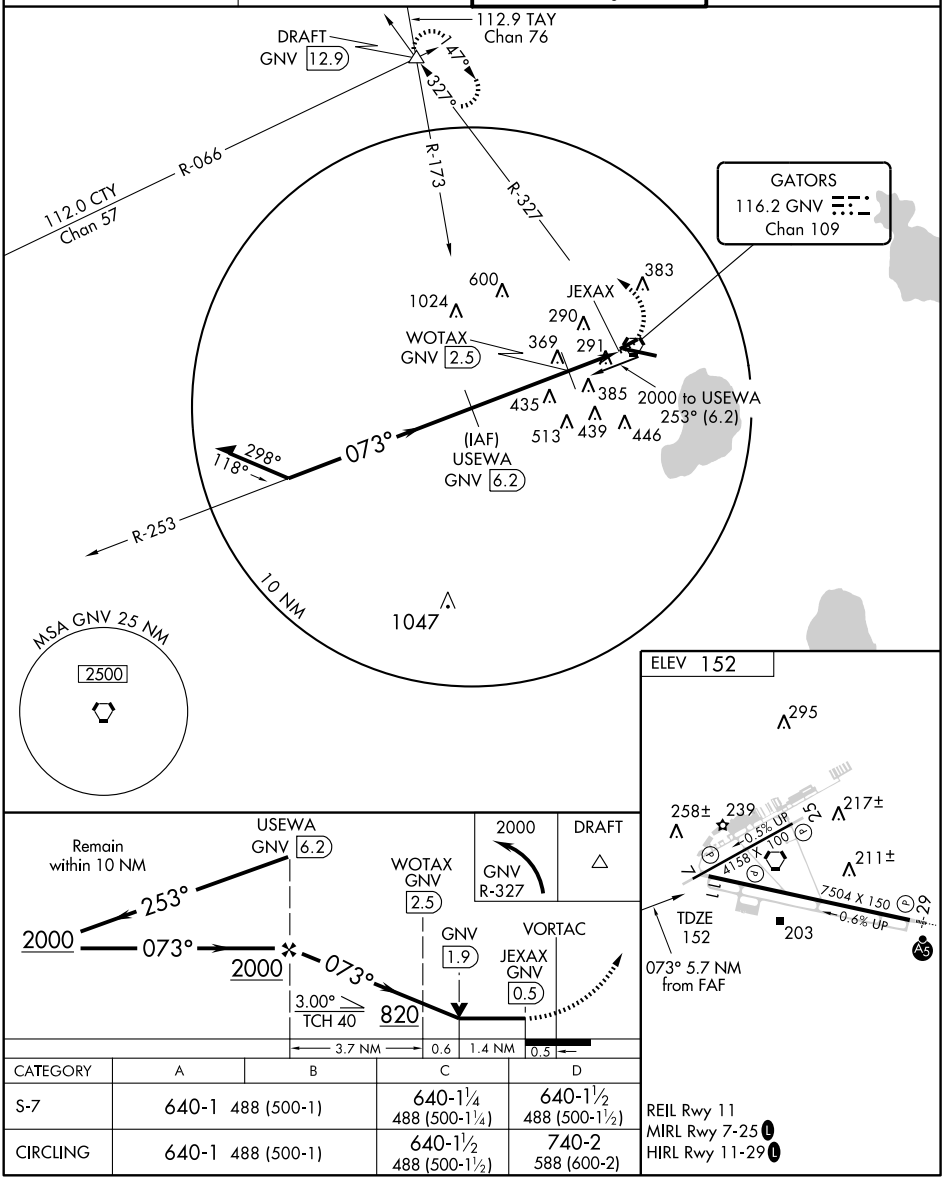
VORTAC GNV 116.2 Chan 109	APP CRS 073°	Rwy Idg 4158 TDZE 152 Apt Elev 152

VOR/DME RWY 7

GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT/GNV 12.9 DME and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55 (CTAF) L 353.7	GND CON 121.7



CATEGORY	A	B	C	D
S-7	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)		640-1½ 488 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

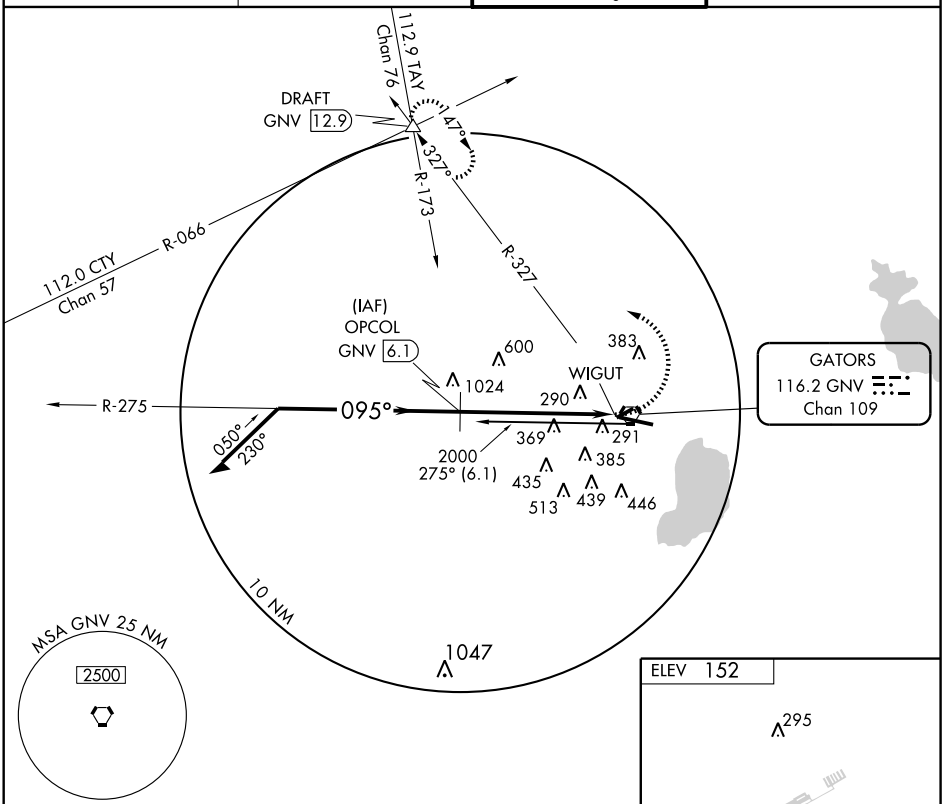
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

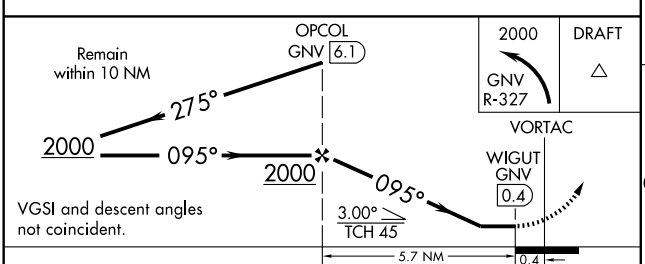
VORTAC GNV 116.2 Chan 109	APP CRS 095°	Rwy Idg 7504 TDZE 147 Apt Elev 152

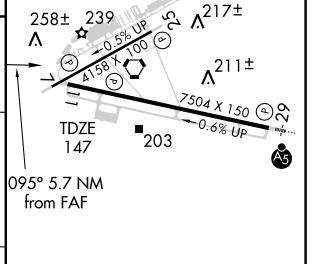
VOR/DME RWY 11
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
S-11	700-1 553 (600-1)		700-1½ 553 (600-1½)	700-1¾ 553 (600-1¾)
CIRCLING	700-1 548 (600-1)		700-1½ 548 (600-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

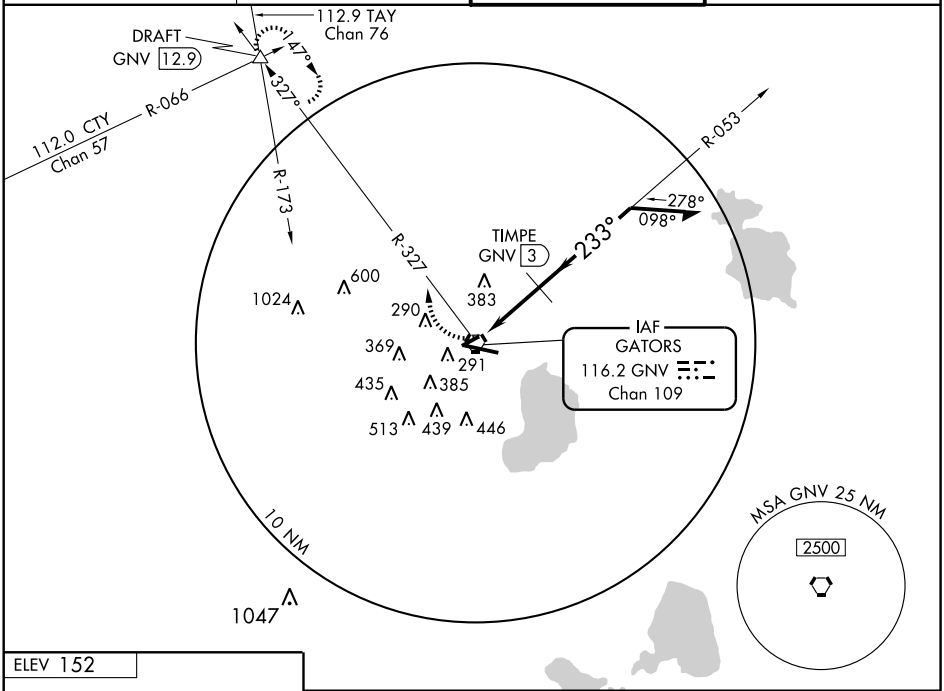
VORTAC GNV 116.2 Chan 109	APP CRS 233°	Rwy Idg 4158 TDZE 144 Apt Elev 152

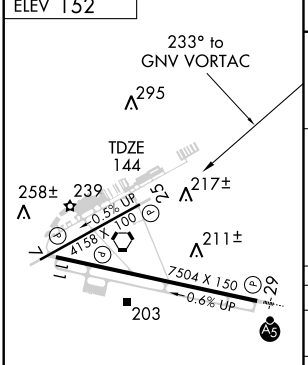
VOR RWY 25

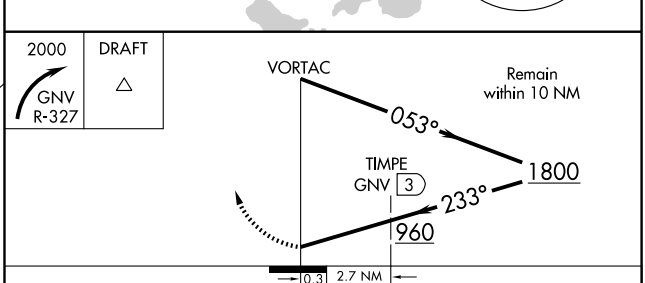
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT/12.9 DME and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
S-25	960-1 816 (900-1)	960-1 1/4 816 (900-1 1/4)	960-2 1/2 816 (900-2 1/2)	960-2 3/4 816 (900-2 3/4)
CIRCLING	960-1 808 (900-1)	960-1 1/4 808 (900-1 1/4)	960-2 1/2 808 (900-2 1/2)	960-2 3/4 808 (900-2 3/4)
DME MINIMUMS				
S-25	620-1 476 (500-1)		620-1 1/4 476 (500-1 1/4)	620-1 1/2 476 (500-1 1/2)
CIRCLING	620-1 468 (500-1)		620-1 1/2 468 (500-1 1/2)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC GNV 116.2 Chan 109	APP CRS 294°	Rwy Idg 7504 TDZE 122 Apt Elev 152

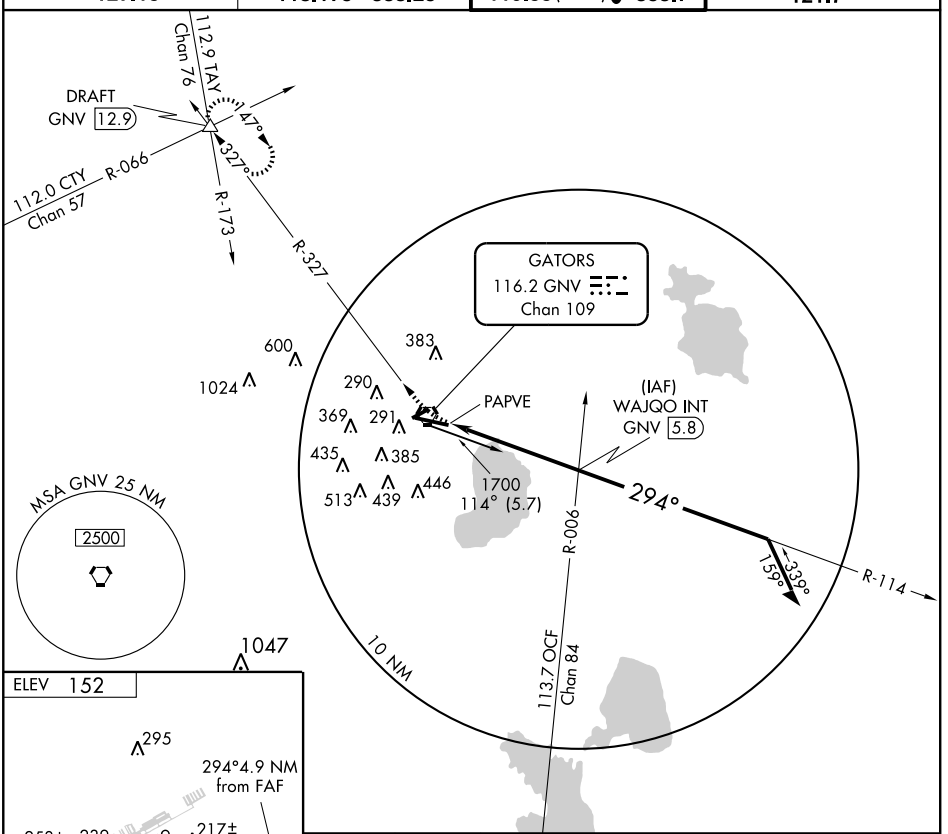
VOR RWY 29
GAINESVILLE RGNL (GNV)

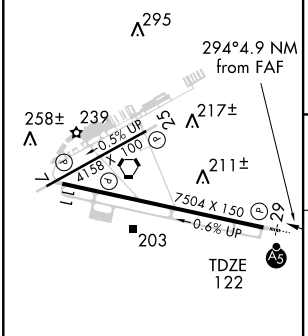
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER ★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7

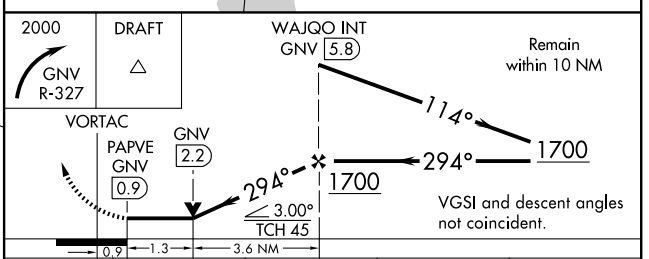
SE-3, 23 SEP 2010 to 21 OCT 2010





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

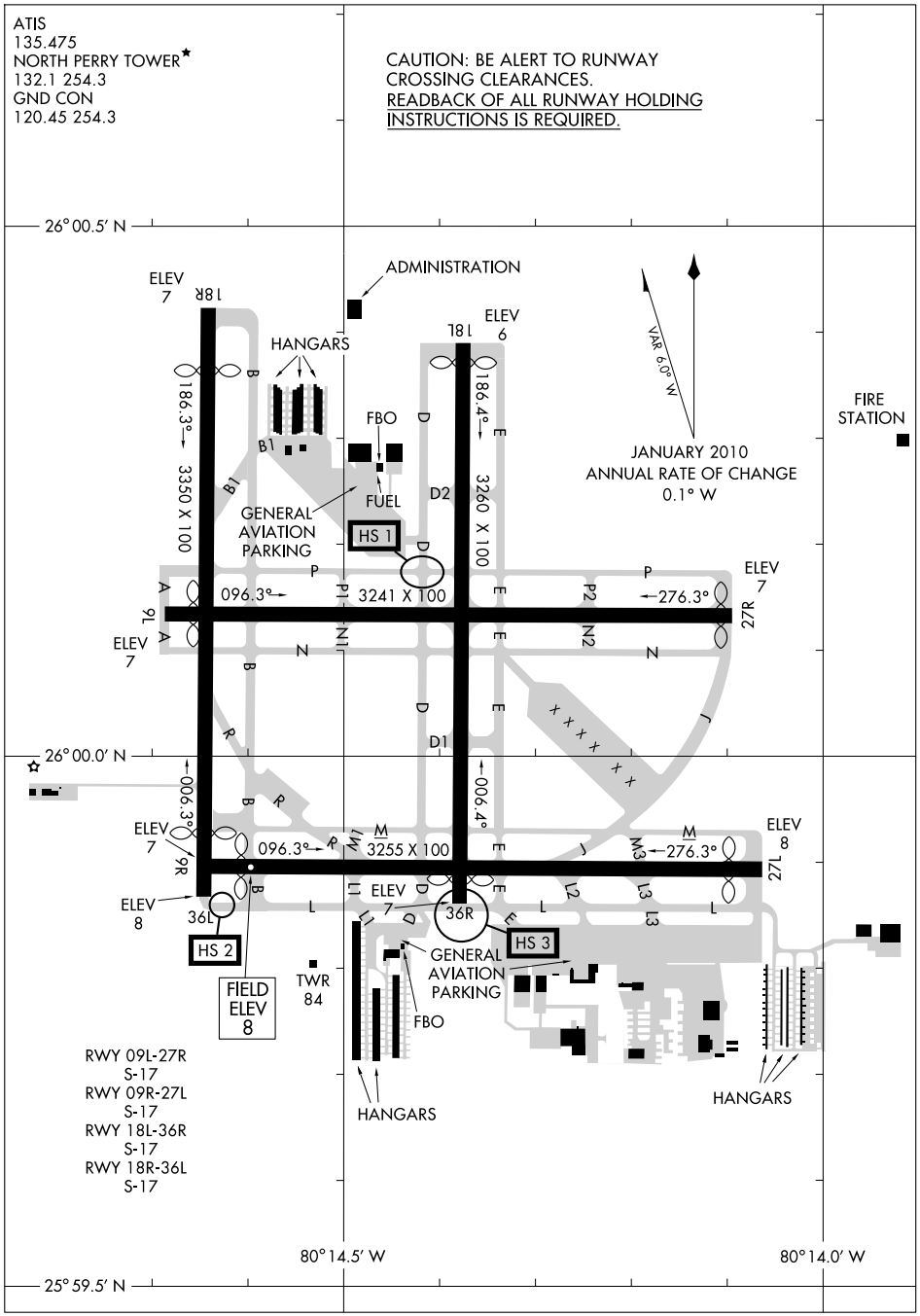


CATEGORY	A	B	C	D
S-29	560-½ 438 (500-½)		560-¾ 438 (500-¾)	560-1 438 (500-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

AIRPORT DIAGRAM

AL-5606 (FAA)

HOLLYWOOD /NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

HOLLYWOOD, FLORIDA
HOLLYWOOD /NORTH PERRY (HWO)

10266

HIGH SPRINGS

OAK TREE LANDING (6J8) 7 SW UTC−5(−4DT) N29°43.21′ W82°39.84′ JACKSONVILLE

93 NOTAM FILE GNV

RWY 09–27: 5600X75 (TURF)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Rwy 09–27 CLOSED indef. 280′ twr 2 NM NW of arpt.

COMMUNICATIONS: CTAF 122.9

HILLIARD AIRPARK (Ø1J) 1 E UTC−5(−4DT) N30°41.18′ W81°54.34′ JACKSONVILLE

59 NOTAM FILE GNV

RWY 18–36: 3365X125 (TURF) MIRL

RWY 18: Thld dsplcd 795′. Fence. **RWY 36:** Thld dsplcd 125′. Trees.

AIRPORT REMARKS: Unattended. Rwy 18–36 length, width and dsplcd thlds marked with white tires. Rwy 18–36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

HOLLYWOOD

NORTH PERRY (HWO) 5 W UTC−5(−4DT) N26°00.07′ W80°14.44′ MIAMI

8 B S4 **FUEL** 100LL, JET A TPA—808 (800) NOTAM FILE HWO L–23C, A

RWY 18R–36L: H3350X100 (ASPH) S–17 MIRL IAP, AD

RWY 18R: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Thld dsplcd 350′. Pole. Rgt tfc.

RWY 36L: REIL. PAPI(P2L)—GA 3.5° TCH 40′. Thld dsplcd 350′. Poles.

RWY 18L–36R: H3260X100 (ASPH) S–17

RWY 18L: PAPI(P2L)—GA 3.5° TCH 40′. Thld dsplcd 110′. Trees

RWY 36R: PAPI(P2L)—GA 3.5° TCH 40′. Thld dsplcd 185′. Pole. Rgt tfc.

RWY 09L–27R: H3241X100 (ASPH) S–17

RWY 09L: PAPI(P2L)—GA 3.5° TCH 40′. Thld dsplcd 181′. Pole.

RWY 27R: PAPI(P2L)—GA 3.5° TCH 43′. Thld dsplcd 60′. Trees. Rgt tfc.

RWY 09R–27L: H3255X100 (ASPH) S–17 MIRL

RWY 09R: REIL. PAPI(P4L)—GA 3.5° TCH 45′. Thld dsplcd 255′. Bldg. Rgt tfc.

RWY 27L: PAPI(P2L)—GA 3.5° TCH 36′. Thld dsplcd 210′. Trees.

AIRPORT REMARKS: Attended 1200–0200Z‡. Arpt CLOSED to acft over 12,500 pounds maximum certified takeoff gross weight. Bird activity on and invof arpt. High volume of banner towing and student flight invof arpt. Numerous tall towers SE of arpt cause radio interference. When twr clsd ACTIVATE MIRL Rwy 09R–27L and Rwy 18R–36L—CTAF. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (954) 983–5904. LAWRS.

COMMUNICATIONS: CTAF 132.1 **ATIS** 135.475 **UNICOM** 122.95

Ⓡ **MIAMI APP/DEP CON** 128.6

TOWER 132.1 134.3 (1200–0200Z‡) **GND CON** 120.45

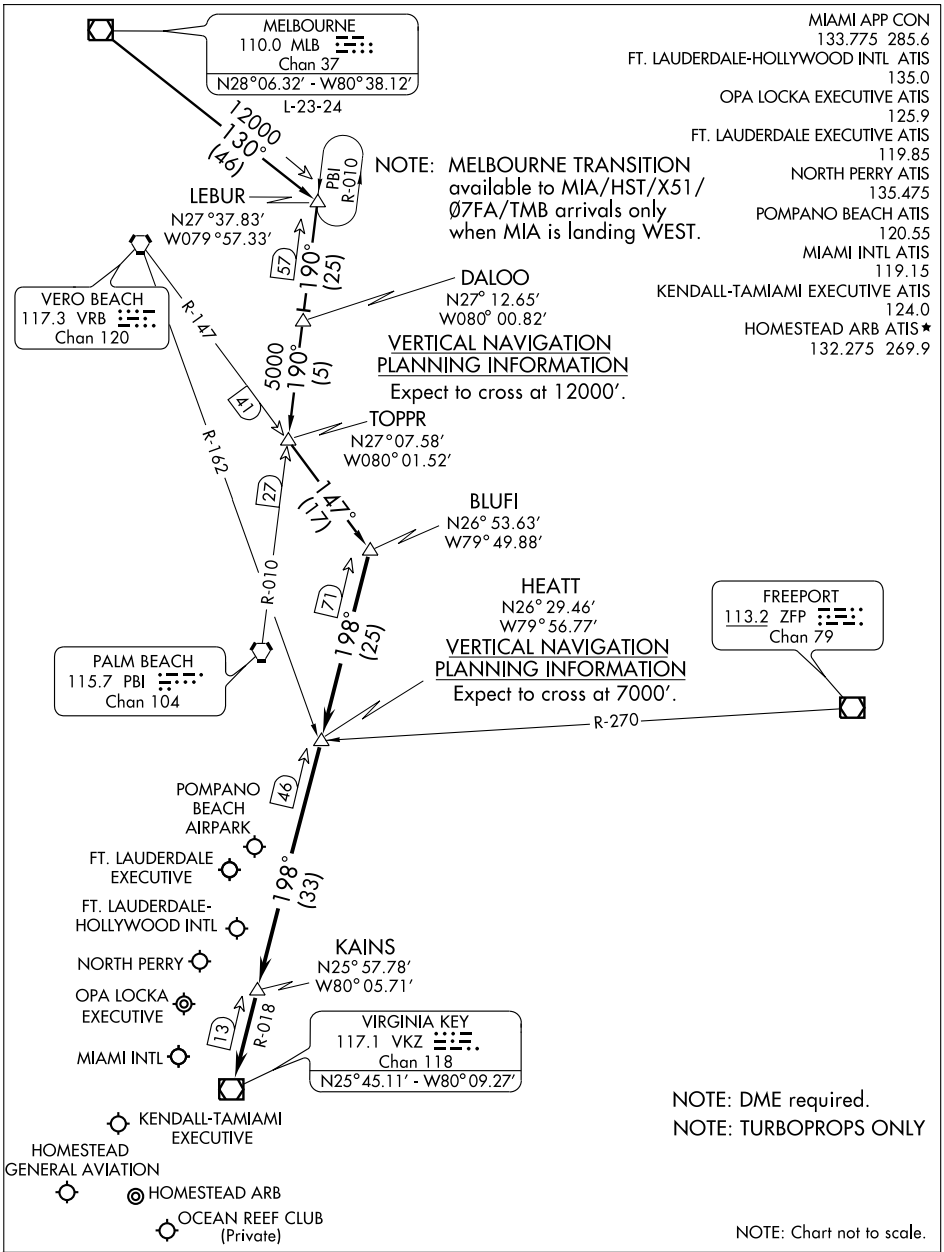
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.

FT. LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ 227° 6.5 NM to fld. 10/00E.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

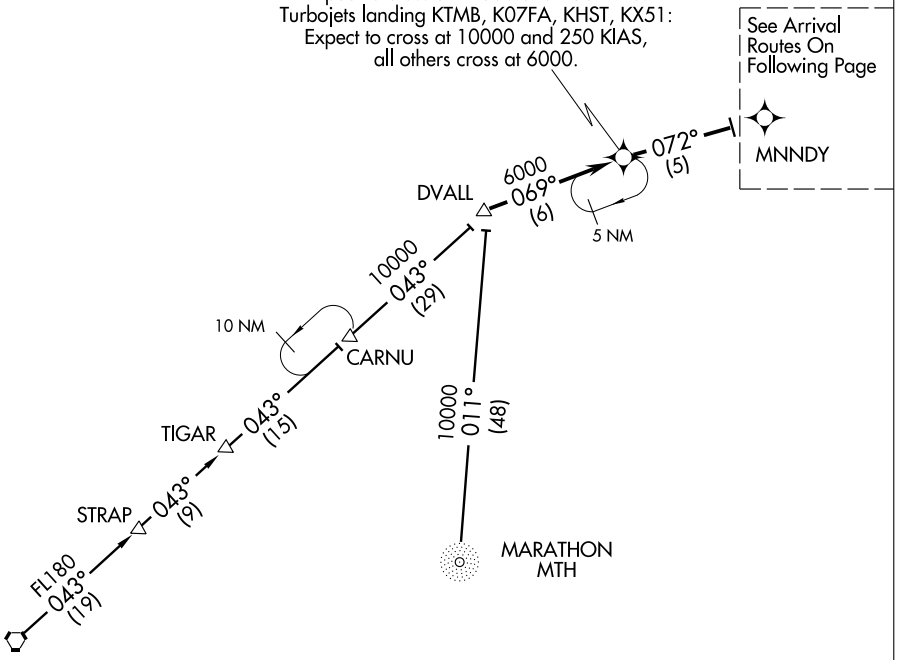
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

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SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

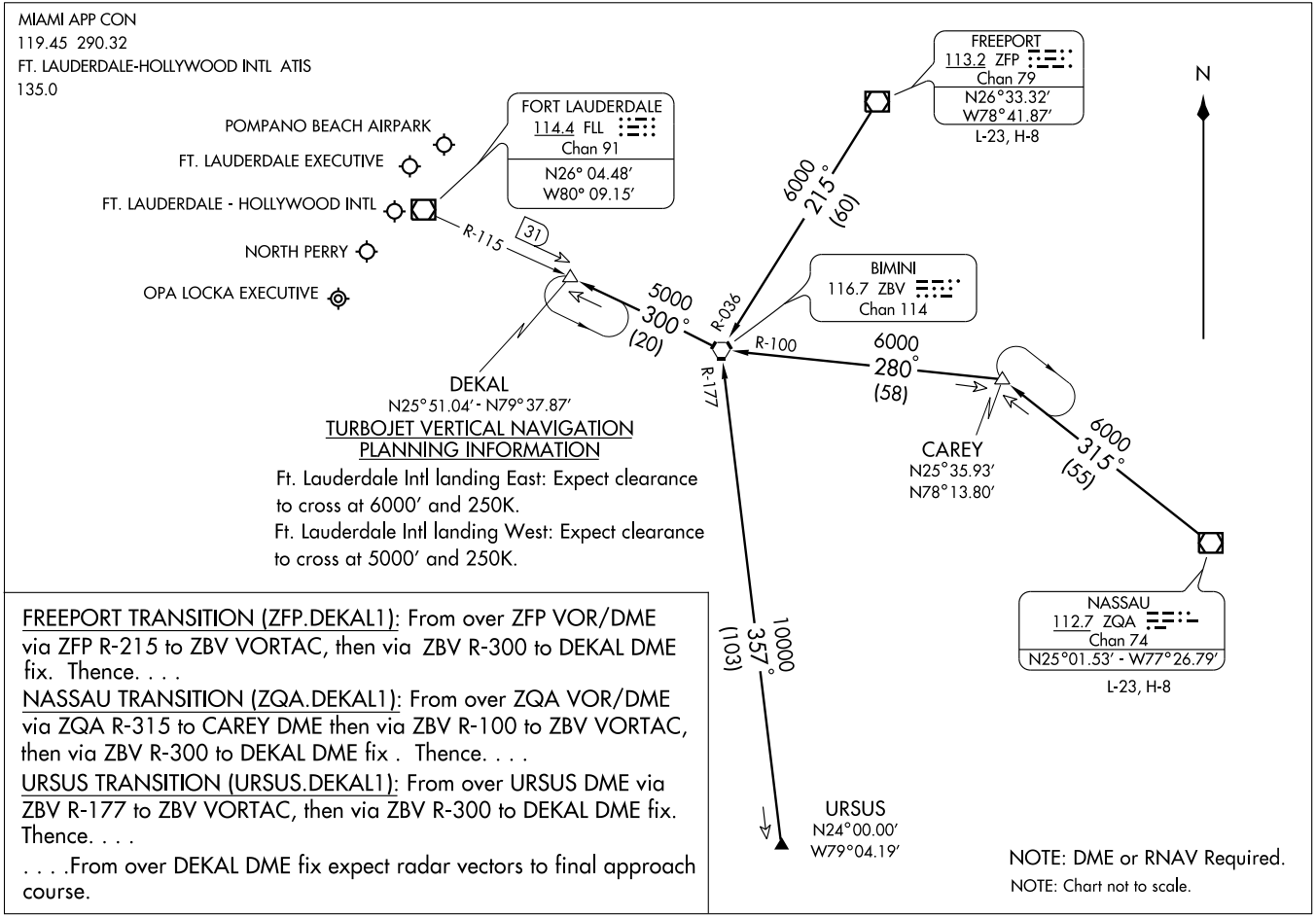
Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

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DEKAL ONE ARRIVAL (DEKAL.DEKAL1)



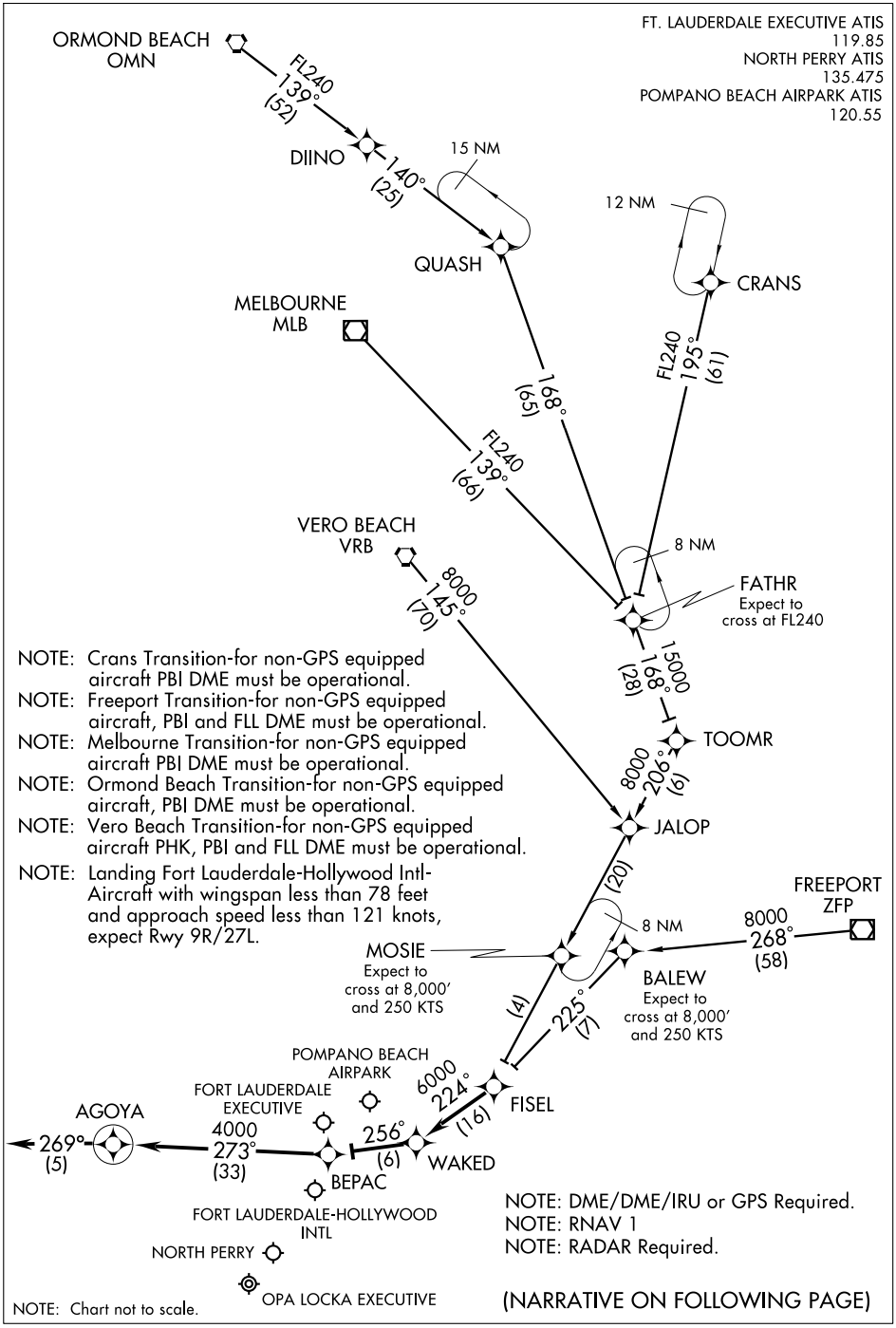
08157

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

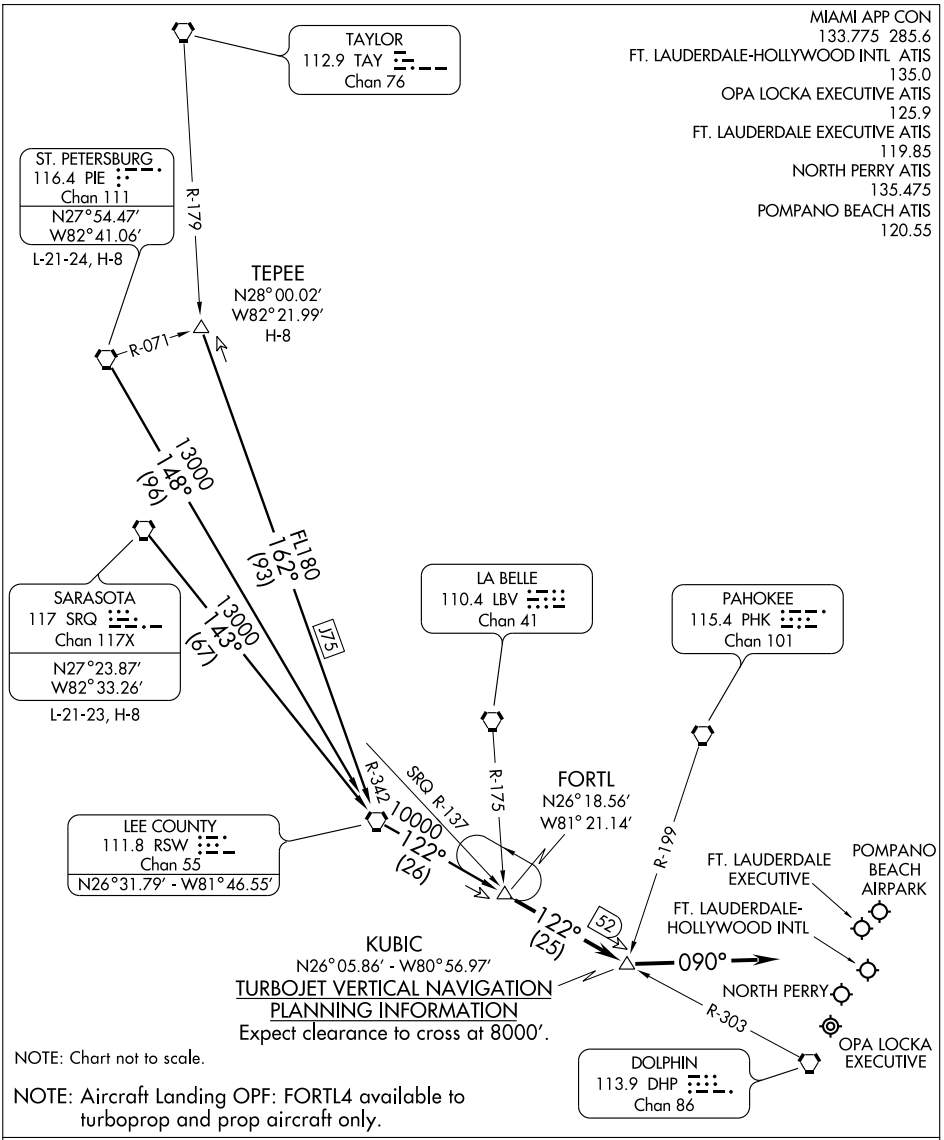
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.
Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

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FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

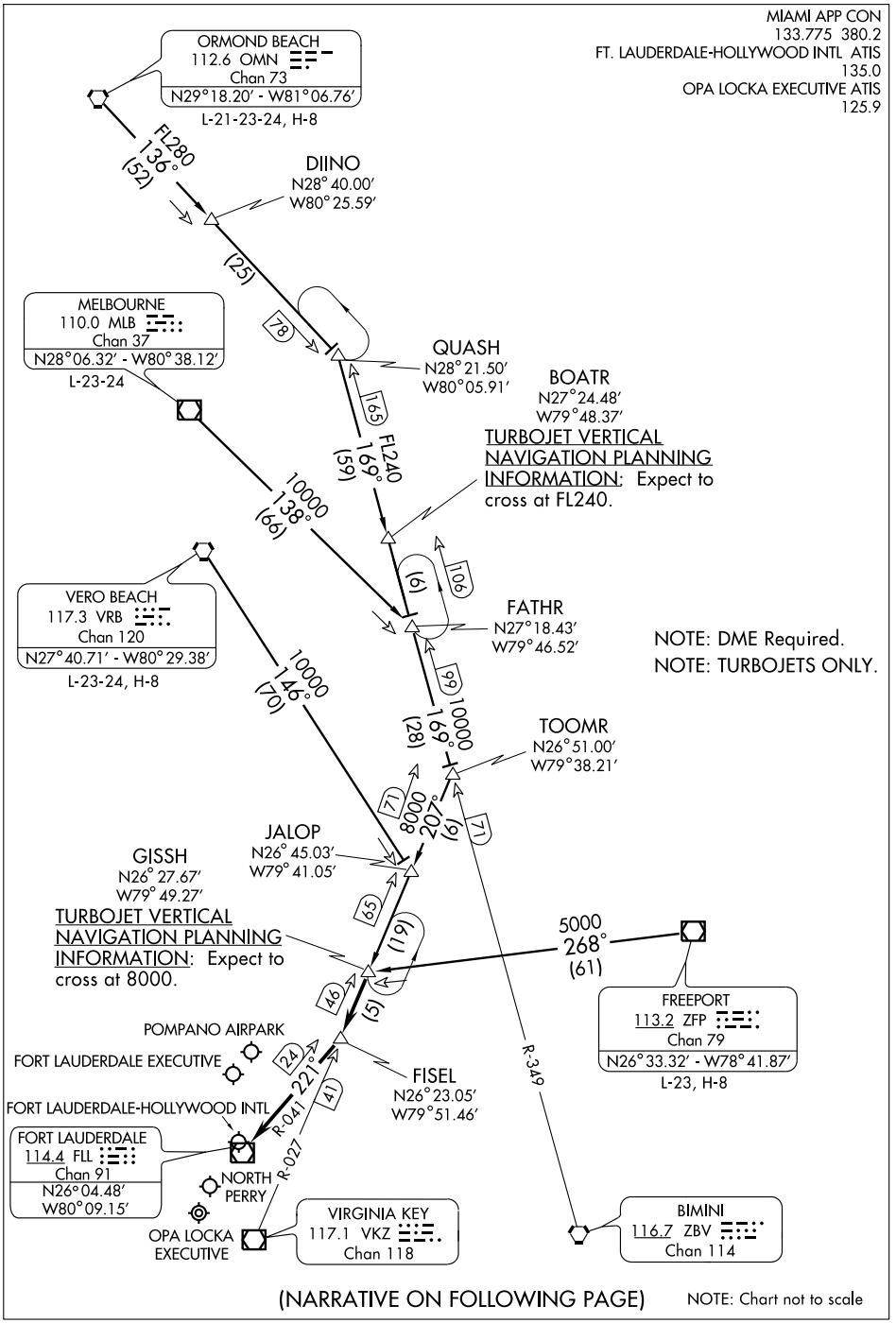
FORT LAUDERDALE, FLORIDA

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SE-3, 23 SEP 2010 to 21 OCT 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010

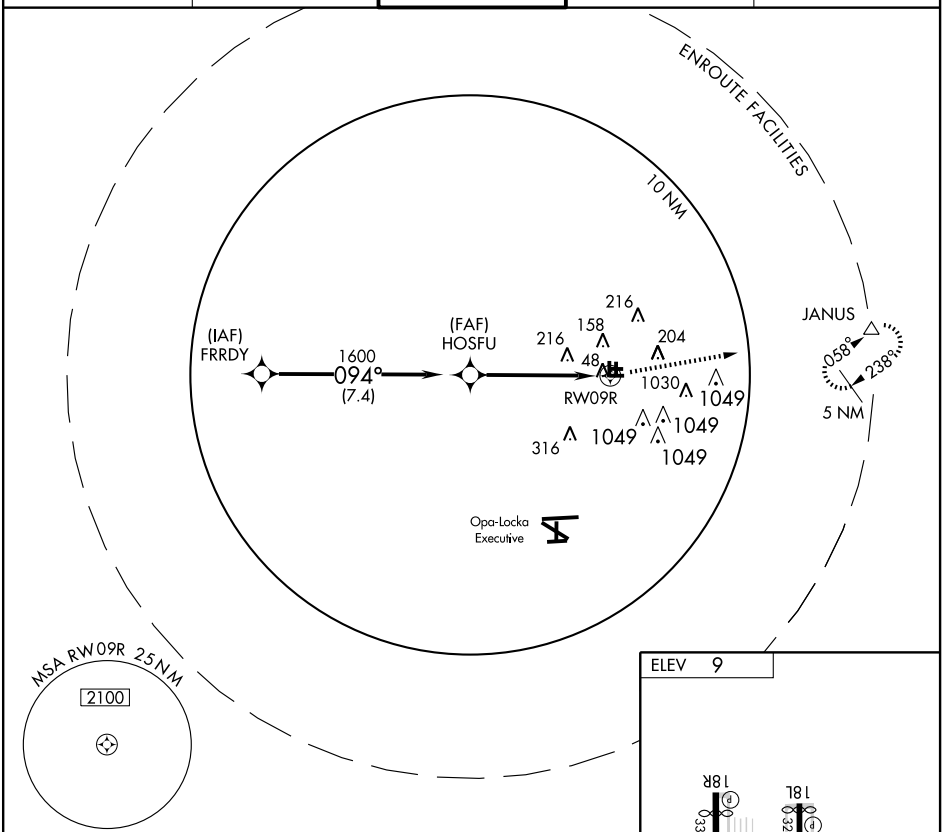
APP CRS	Rwy Idg	3000
094°	TDZE	9
	Apt Elev	9

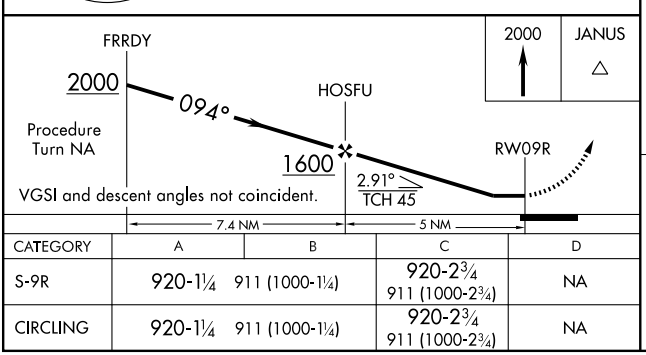
GPS RWY 9R
HOLLYWOOD/ NORTH PERRY (HWO)

▼ NA — If local altimeter setting not received, use Ft. Lauderdale-Hollywood Intl altimeter setting and increase all MDAs 20 feet.

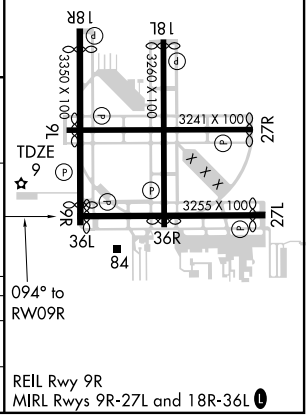
MISSED APPROACH: Climb to 2000 direct JANUS WP and hold.

ATIS	MIAMI APP CON	NORTH PERRY TOWER★	GND CON	UNICOM
135.475	128.6 306.975	132.1 (CTAF) Ⓛ 254.3	120.45 254.3	122.95





CATEGORY	A	B	C	D
S-9R	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA
CIRCLING	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA



REIL Rwy 9R
MIRL Rwys 9R-27L and 18R-36L Ⓛ

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SE-3, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60

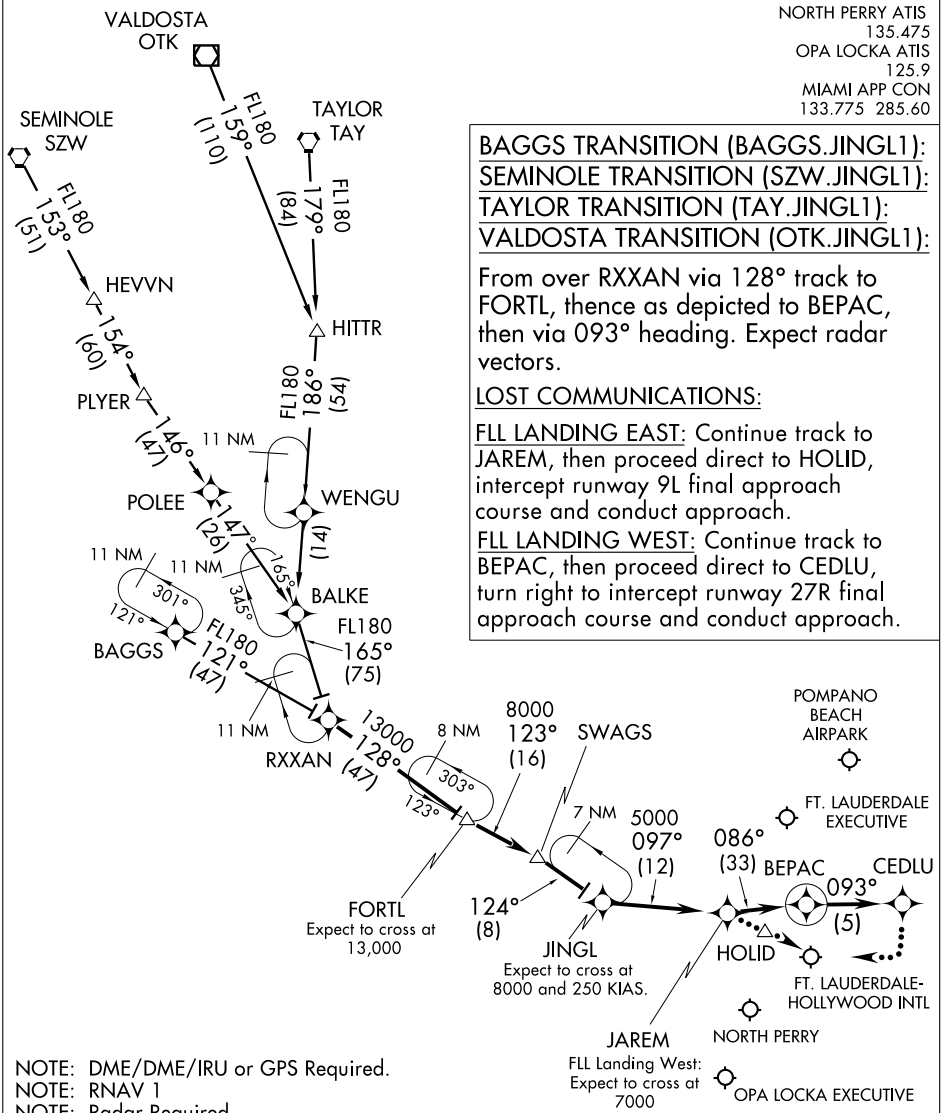
BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

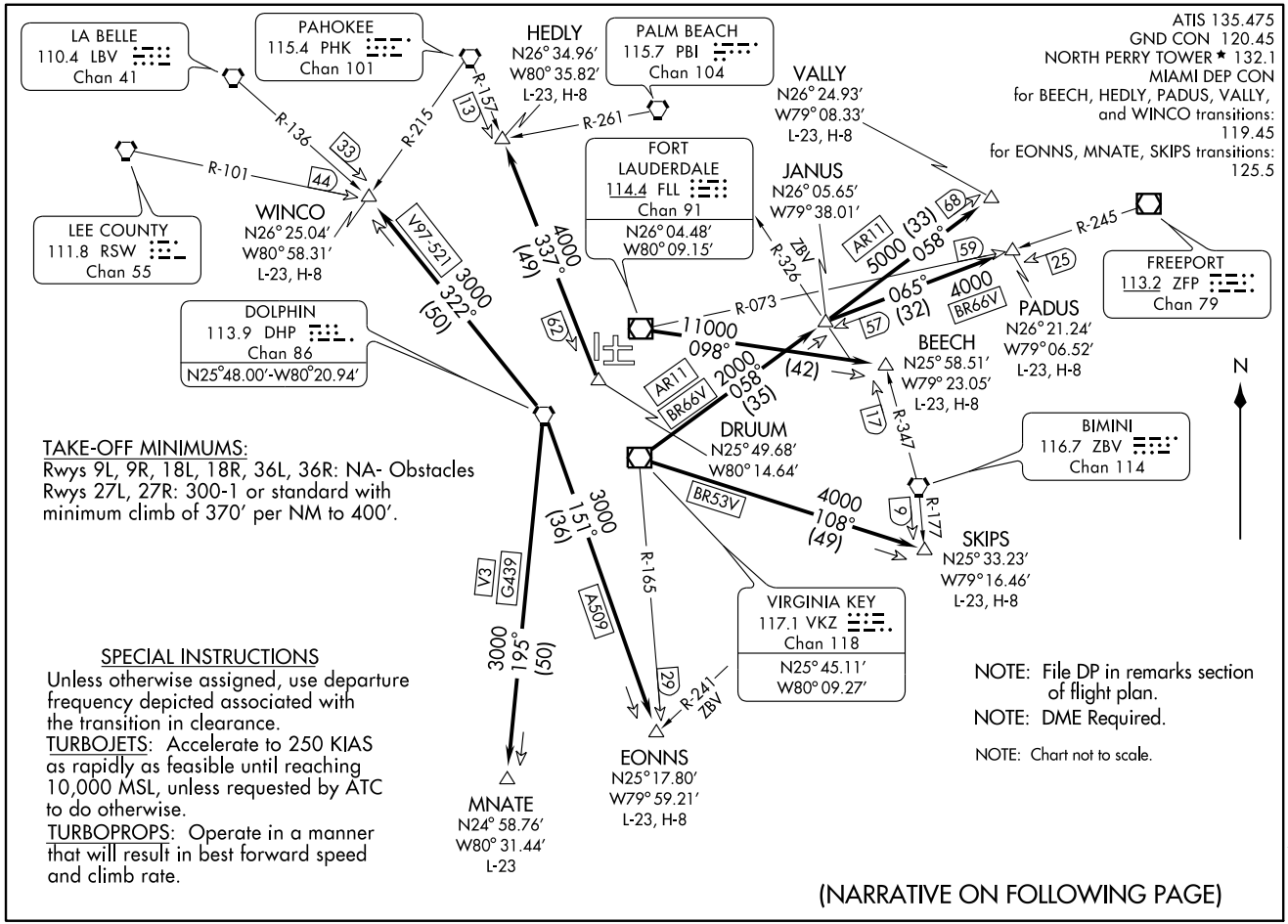
FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098

HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

SL-5606 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

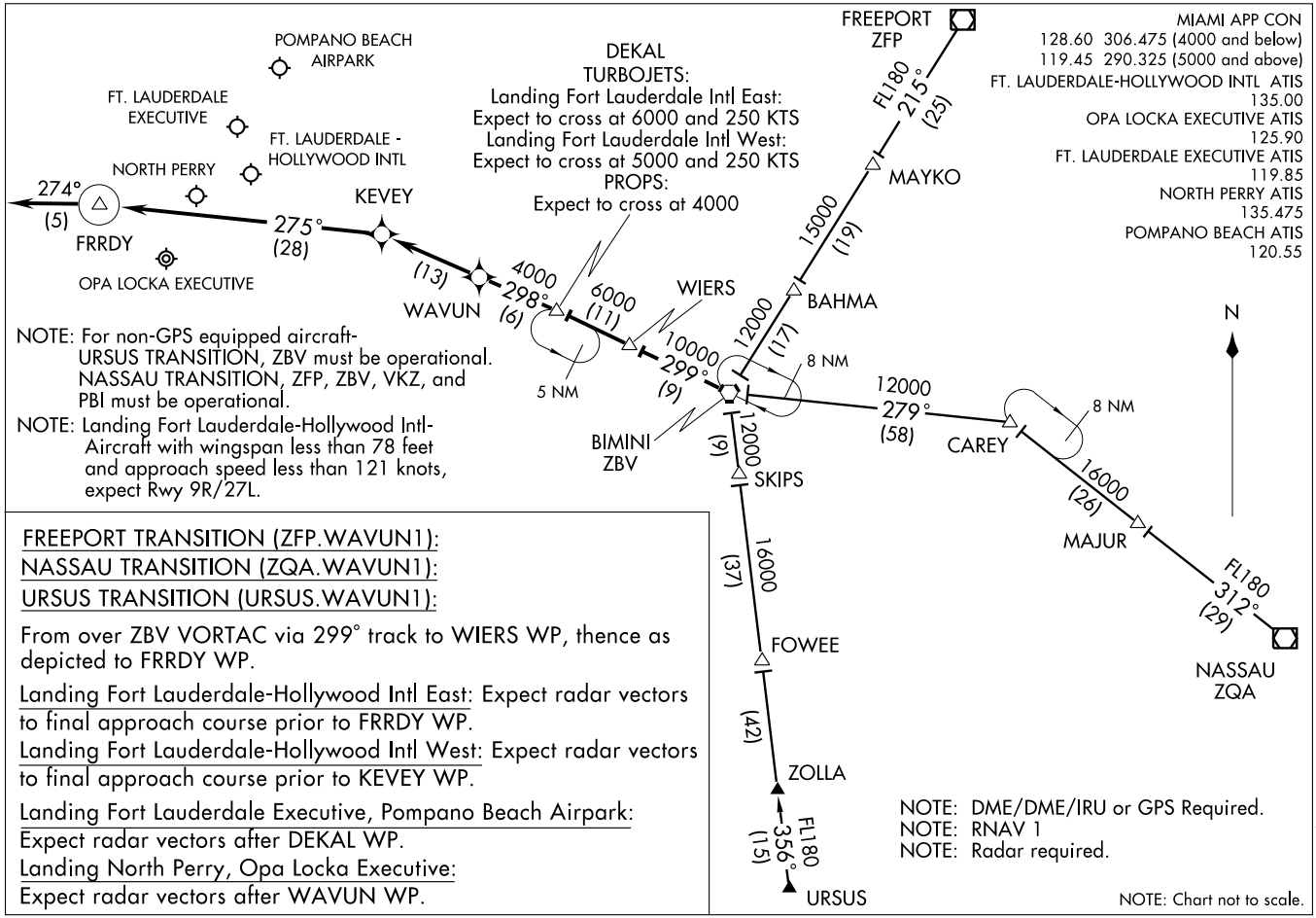
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assigned.
NOTE: If assigned other than runway heading climb on runway heading to 1100 before turning to assigned heading.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



MIAMI APP CON
128.60 306.475 (4000 and below)
119.45 290.325 (5000 and above)
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.00
OPA LOCKA EXECUTIVE ATIS
125.90
FT. LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
POMPANO BEACH ATIS
120.55

NOTE: For non-GPS equipped aircraft-
URSUS TRANSITION, ZBV must be operational.
NASSAU TRANSITION, ZFP, ZBV, VKZ, and PBI must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-
Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

FREEPORT TRANSITION (ZFP.WAVUN1):
NASSAU TRANSITION (ZQA.WAVUN1):
URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

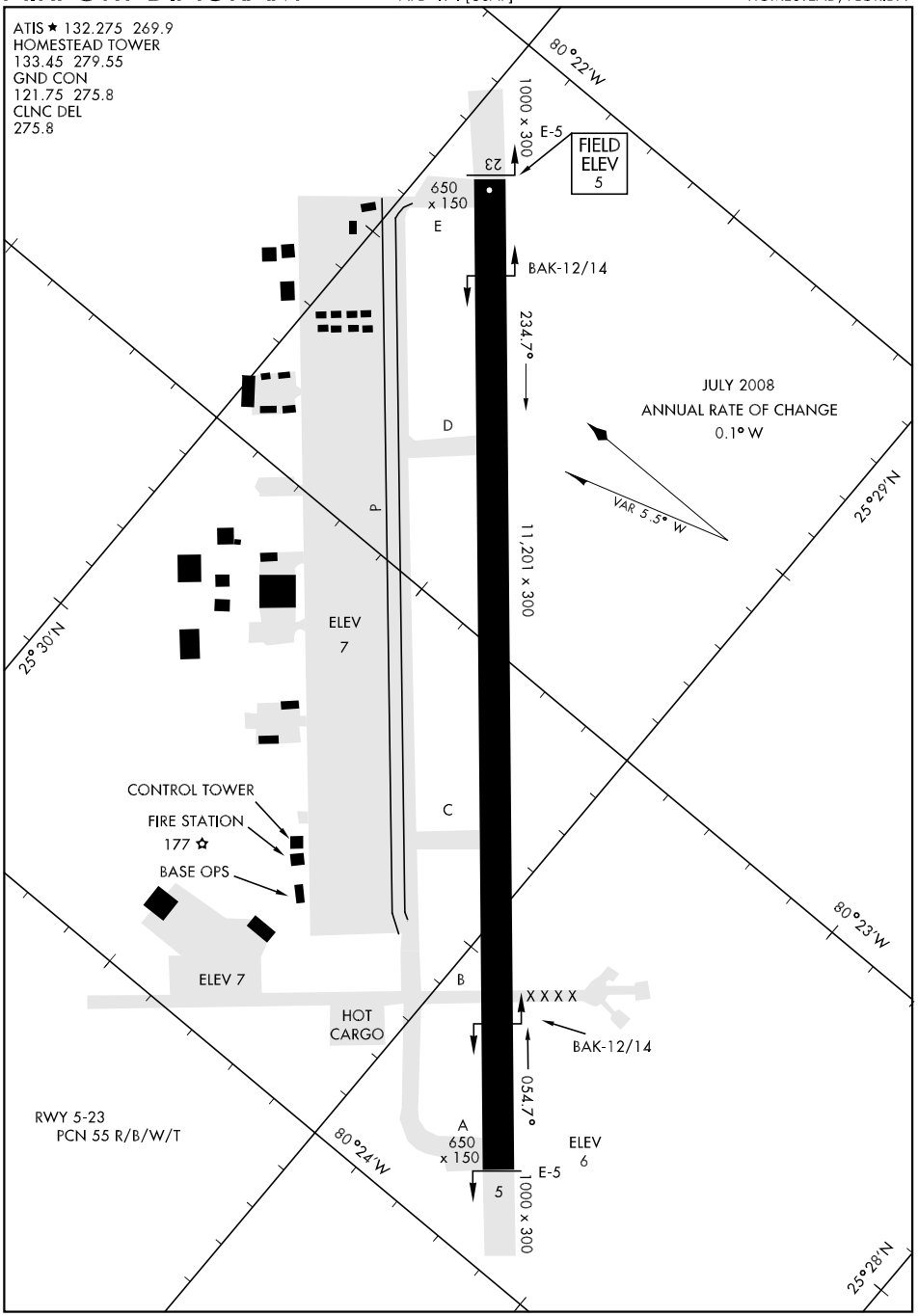
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar required.

NOTE: Chart not to scale.

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

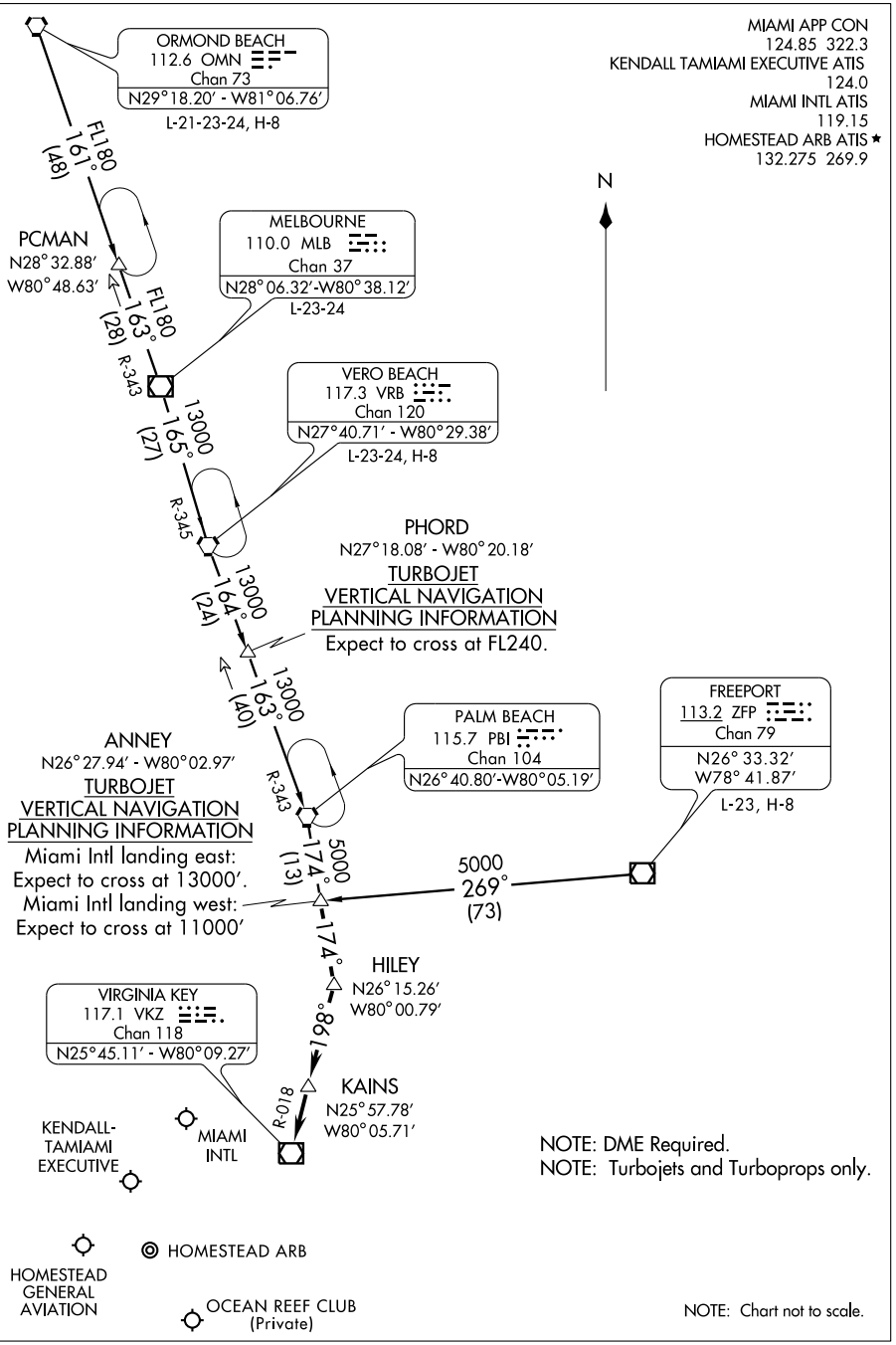
WAVUN ONE ARRIVAL (RNAV)
(WAVUN.WAVUN1) 08157
FORT LAUDERDALE, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HOMESTEAD ARB (HST)(KHST) AFRC 3 E UTC−5(−4DT) N25°29.31′ W80°23.02′ **MIAMI**
5 B TPA—See Remarks NOTAM FILE HST **H–8I, L–23C, A**
RWY 05–23: H11200X300 (CONC–GRVD) PCN 55 R/B/W/T HIRL **DIAP, AD**
RWY 05: ALSF1. PAPI(P4L)—GA 2.5° TCH 54′. Rgt tfc. **RWY 23:** SALS. PAPI(P4L)—TCH 54′.
ARRESTING GEAR/SYSTEM
RWY 05 ← HOOK E5 (65′ OVRN) BAK–14 BAK–12B(B) (1650′)
BAK–14 BAK–12B(B) (1087′) HOOK E5 (74′ OVRN) → **RWY 23**
MILITARY SERVICE: A–GEAR Apch end BAK–12B(B)/14 for active rwy in low position. Dep end BAK–12B(B)/14 for active rwy in raised position. E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86) **FUEL** J8 Expect 1 hr delay. All acft rqr fuel, please have in your possession the white DD Form 1896 fuel card, US Govt air card or your base billing info. **OIL** O–133–148 **TRAN ALERT** Opr Mon–Fri 1130–0200Z‡, Sat 1130–1900Z‡, clsd holidays. Avbl Sundays as requested in support of Unit Training Assembly weekends. No Demineralized water avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, 24 hr prior notice. Base OPS DSN 791–7516, C305–224–7516. PPR good for +/− 1 hr PPR time. Coordination of PPR outside of block time by telephone is rqr, or PPR number will be considered cancelled except for MEDEVAC and VIP acft. Tran acft call 50 NM out. Inbound distinguished visitor acft ctc Comd Post 20 min prior to ldg with firm chock time. No local or round robin flights permitted by tran acft. Opr for base assign alert acft only 0400–1200Z‡. Tran maintenance must be present for acft parking, engine start and for launch of all tran acft. Alert facility twy rstd to acft with wing span of 60′ or less. **CAUTION** Heliport 2.2 NM SW, exercise extreme caution. Stadium light 3 NM from apch end Rwy 05 hazard to night vision. Bird hazard; especially prevalent 1 hr before SS and 1 hr after SR. Airfield experiences temporary Bird Watch Condition Severe. Ctc Base OPS for bird hazard information, Bird Watch Condition is on ATIS. Extensive high performance mil jet opr on and invof arpt. **TFC PAT** TPA—Rectangular 1005(1000), overhead 2005(2000), helicopter 505(500). During VFR conditions; tkf, low apch, touch and go, acft maintain 1000′ until dep end of rwy to avoid overhead pattern. **MISC** Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/− 4 Kt. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/− 4 Kt accuracy into their decision making process for flying opr. Acft arr from NE sector can expect numerous frequency changes during enroute descent. For dep ctc twr direct. Tran acft ldg with hot armament, advise twr on initial ctc. Weather station opr 24 hrs. For additional information ctc base wx station DSN 791–7511, C305–224–7511, or servicing OWS (26 OWS) at Barksdale AFB, LA DSN 781–1200 C318–456–1220. Automated/Augmented AWOS in use.
COMMUNICATIONS: ATIS 132.275 269.9 (1200–0400Z‡) **PTD** 372.2
Ⓡ **APP/DEP CON** 123.8 257.675 (1200–0400Z‡) other times ctc
Ⓡ **MIAMI APP/DEP CON** 125.5 354.1 (0400–1200Z‡)
TOWER 133.45 279.55 **GND CON** 121.75 275.8 **CLNC DEL** 275.8 **GCA** 123.8 257.675 (1200–0400Z‡)
COMD POST (REEF CONTROL) 381.3 (DSN 791–7068, C305–224–7068) **PMSV METRO** 318.65
93FS (MAKO OPS) 138.025 303.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
(L) TACAN Chan 19 HST (108.2) N25°29.37′ W80°22.77′ at fld. 53/3W. No NOTAM MP Wed 1100–1300Z‡ (1500/3+1).
ILS 109.9 I–HST Rwy 05. No NOTAM MP Tue and Thu 1100–1300Z‡ (1500/3+1).
COMM/NAV/WEATHER REMARKS: Radar—No NOTAM MP Mon, Wed, Fri 1000–1400Z‡ (1500/3+1).

HOMESTEAD GENERAL AVIATION (X51) 4 NW UTC−5(−4DT) N25°29.95′ W80°33.25′ **MIAMI**
7 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE MIA **L–23C, A**
RWY 18–36: H4000X100 (ASPH) S–40, D–65, 2D–110 MIRL
RWY 18: Rgt tfc. **RWY 36:** PAPI(P4R).
RWY 09–27: H3000X75 (ASPH) S–20 MIRL
RWY 09: PAPI(P2L). Trees. **RWY 27:** Tree. Rgt tfc.
RWY 09U–27U: 1000X500 (TURF)
AIRPORT REMARKS: Attended continuously. Parachute Jumping SE corner of arpt. Extensive crop dusting in area. Extensive glider activity invof arpt 8,000′ and blo–monitor freq 122.80. Ultralight activity on and invof arpt. Aerobatic box south of arpt and east of AER 36. Remote control model flying fields 1.8 NM north of AER 18. Glider activity Rwy 18–36. Use of ultralight ops area is limited to ultralights and stol type acft that have an approach speed of 50 knots or less, ctc arpt manager on 305–247–4883 prior to use. Rwy 09U–27U white markers every 200′.
WEATHER DATA SOURCES: AWOS–3 118.375 (305)247–2791.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 216° 21.2 NM to fld. 10/4W. **HIWAS.**



SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

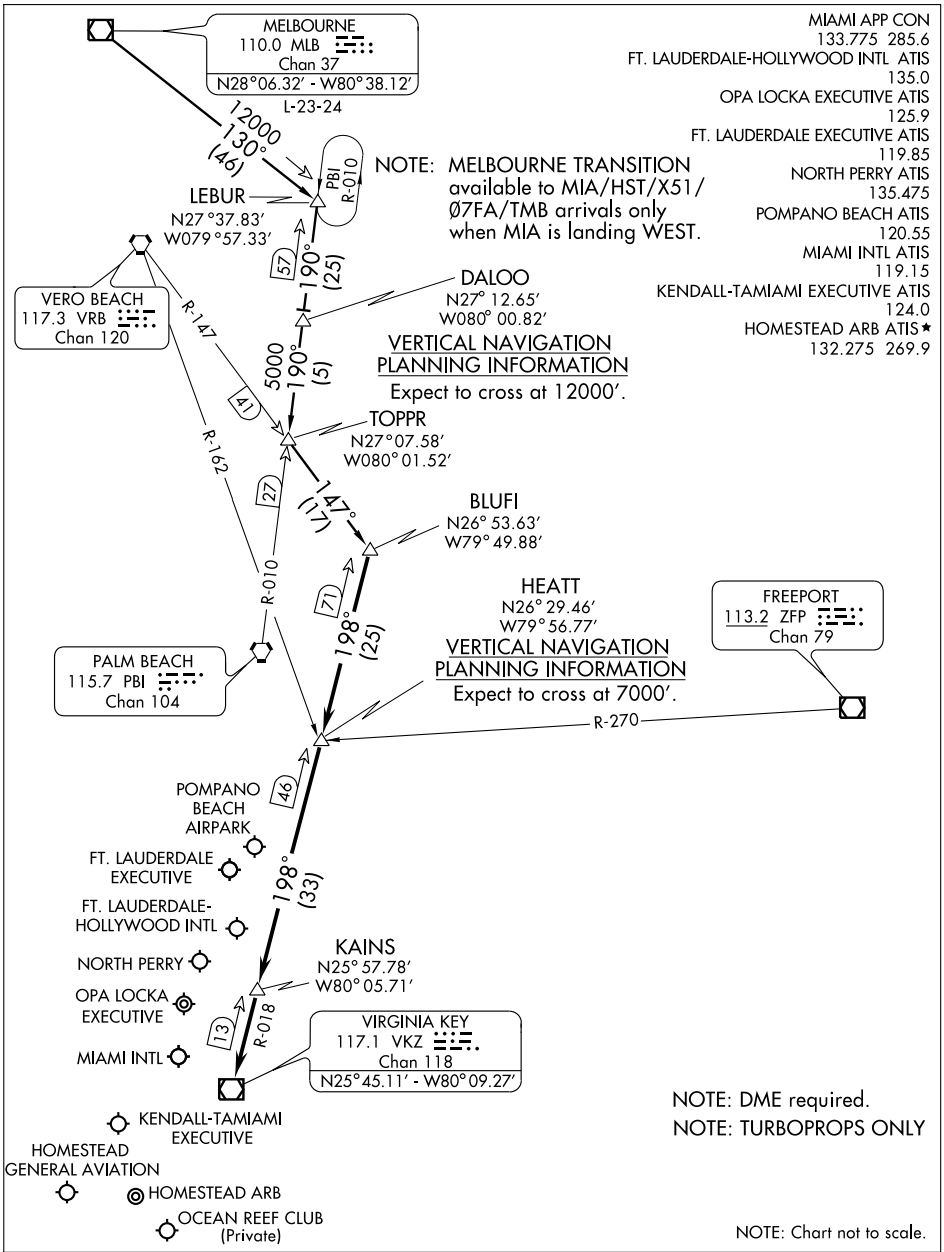
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

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BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

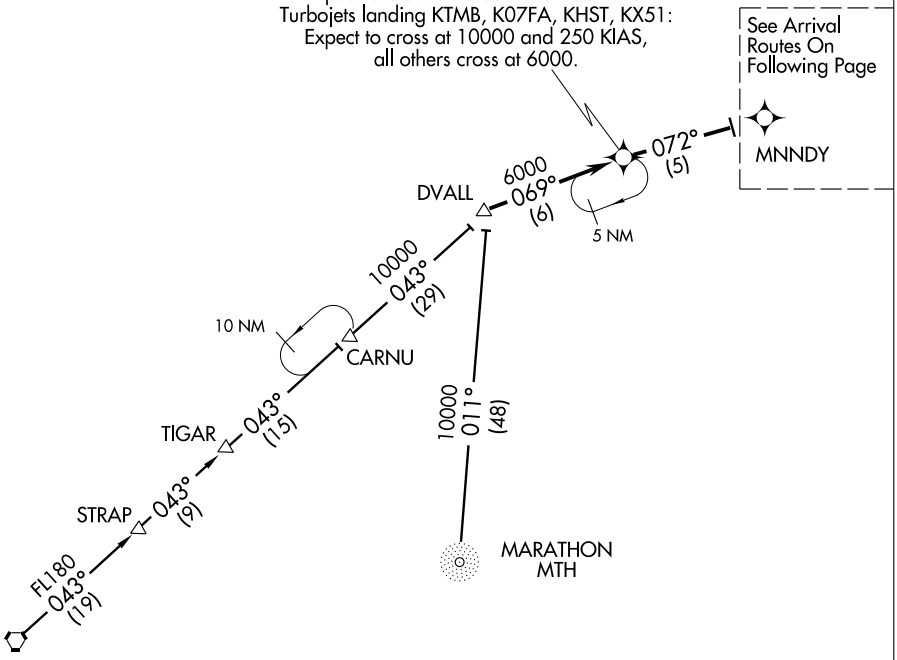
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

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SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

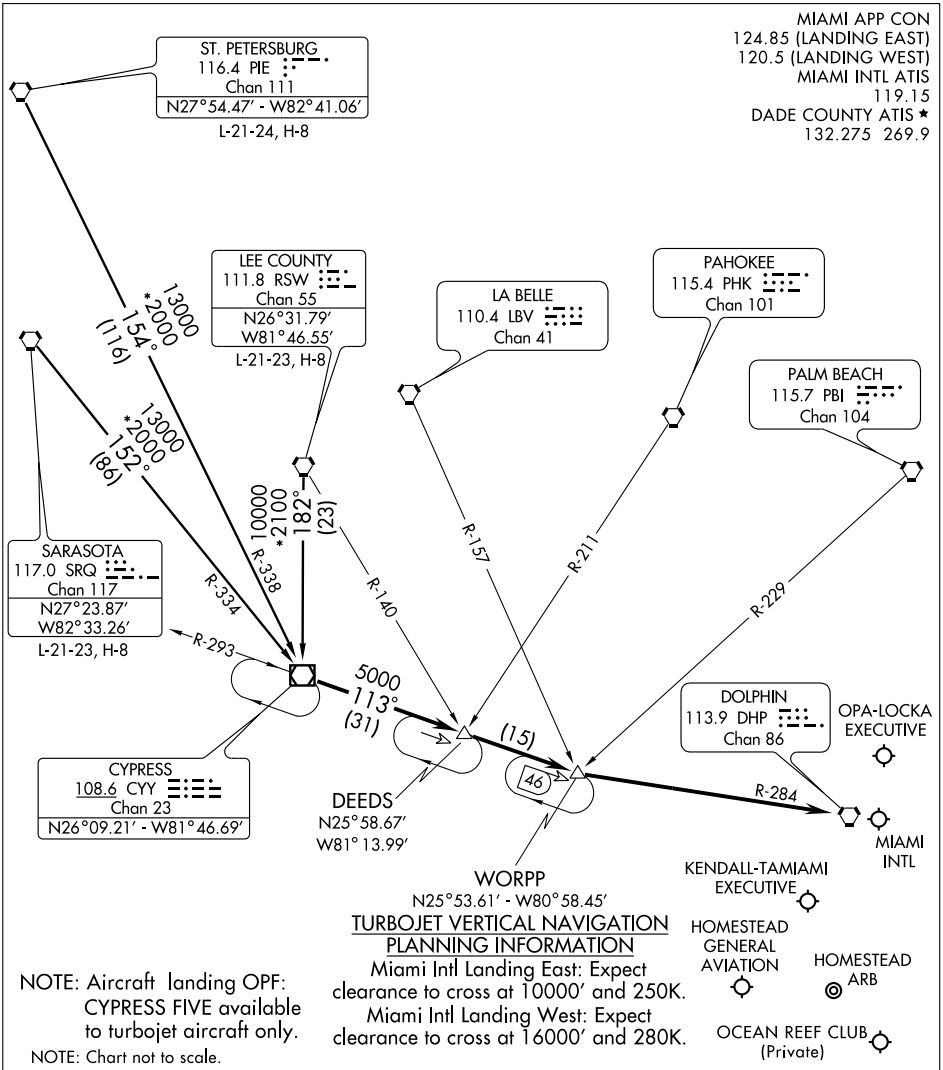
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

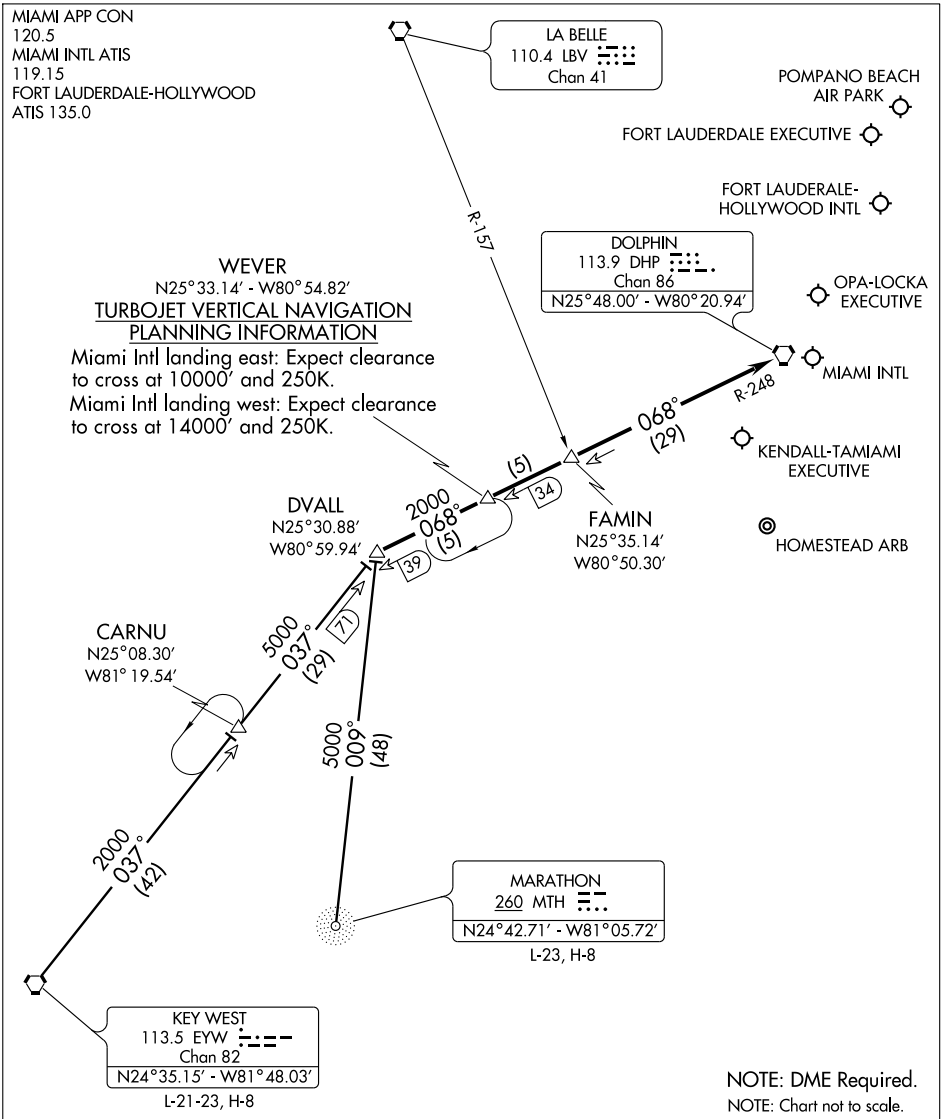
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

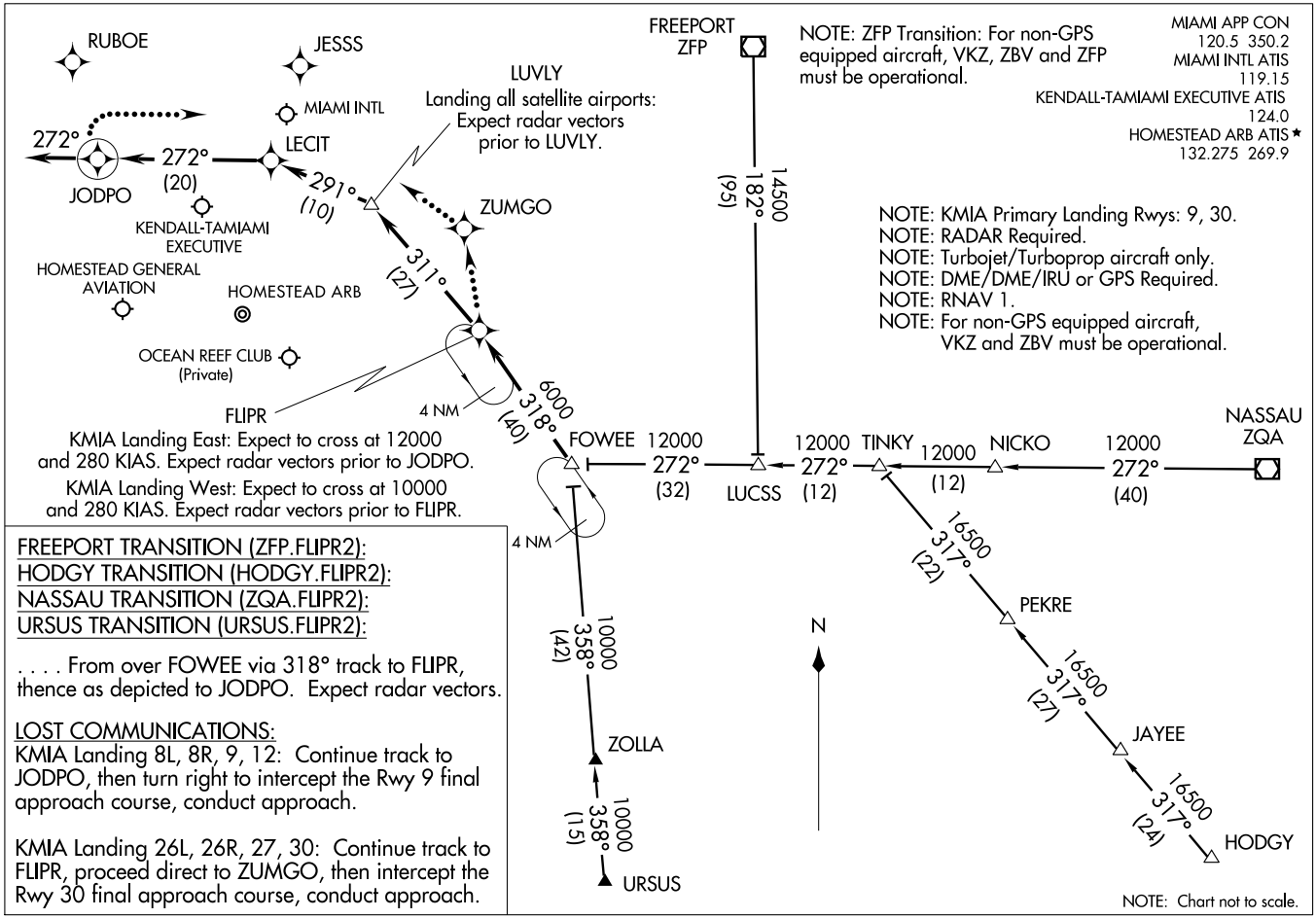
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

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FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

MIAMI, FLORIDA

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 23 SEP 2010 to 21 OCT 2010

HI-ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	052°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

* When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

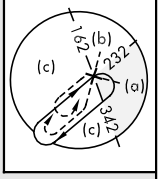
ALSF-1

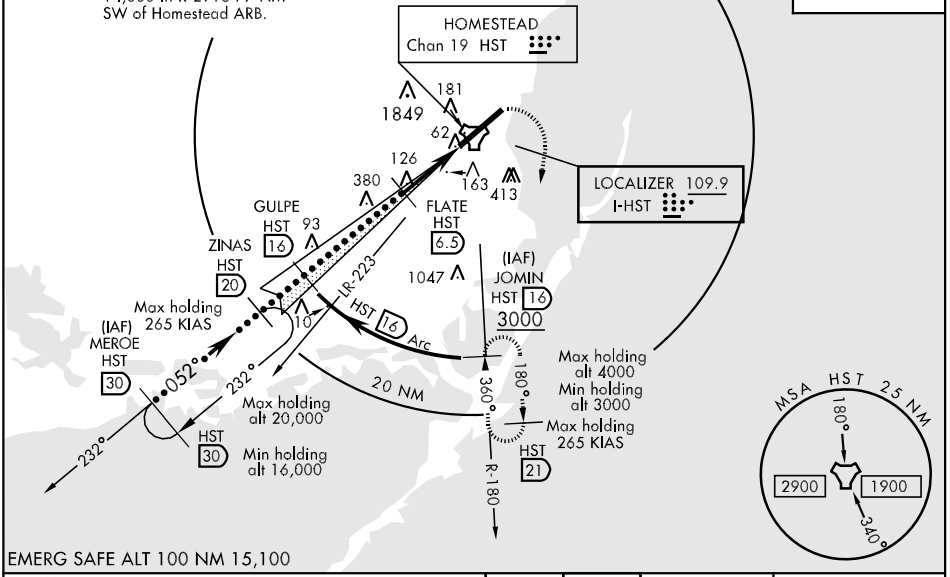
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

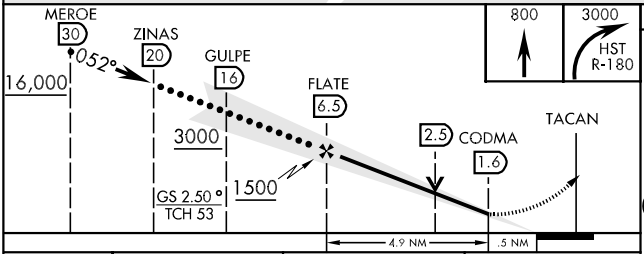
ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

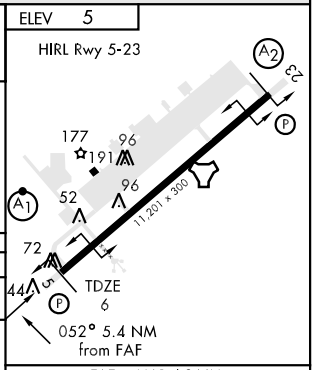
CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.









CATEGORY	C	D	E
S-ILS 5*	206/24 200 (200-½)		
S-LOC 5 **	420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	053°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM and hold as published.

ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

CAUTION: Holding in turbulent air at or below 4000 at RYDOM not authorized.

HOMESTEAD Chan 19 HST

1849

FOOTY 413 HST 6.4

RYDOM HST 16

RACKE HST 20

Max holding alt 6000

Min holding alt 1500

1047

Max holding alt 20,000

Min holding alt 16,000

233°

10

053°

(IAF) CAJUN HST 30

348

Max holding 265 KIAS

20 NM

R-233

HST 30

Max holding 265 KIAS

(a) 233° 10.0 NM

(b) 163° 10.0 NM

(c) 343° 10.0 NM

MSA HST 2.5 NM

180°

1900

2900

340°

EMERG SAFE ALT 100 NM 15,100

CAJUN R-233 30

RACKE 20

RYDOM 16

053°

16,000

4000

FOOTY 6.4

1500

2.50°

TCH 54

3000 HST R-233

RYDOM HST 16

2.6

WIRPO 1.6

TACAN

4.8 NM

0.5

ELEV 5

HIRL Rwy 5-23

A2

23

96

157

177

191

96

62

11,201 x 300

44

A1

TDZE 6

5

P

053° 5.3 NM from FAF

172

CATEGORY	C	D	E
S-TAC 5 *	440/40 434 (500-¾)	440/50 434 (500-1)	
CIRCLING**	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

SE-3, 23 SEP 2010 to 21 OCT 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 169° (18)

CIMBA

JESSS

243° 255° (5)

KAINS

271° RUBOE

271° (31)

(6)

HOXIL

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

BOYUR

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

(HILEY.HILEY2) 07074

ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy Idg 11,201 / TDZE 6 / Arpt Elev 5
109.9	052°	

AL-494 [USAF]

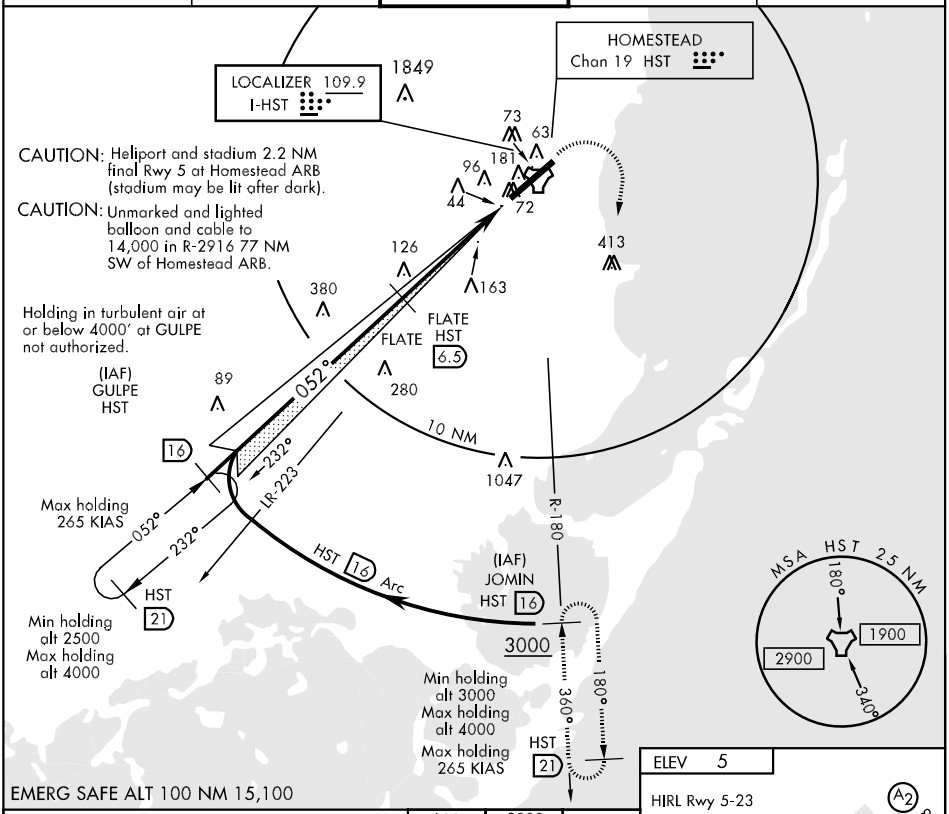
HOMESTEAD ARB (KHST)

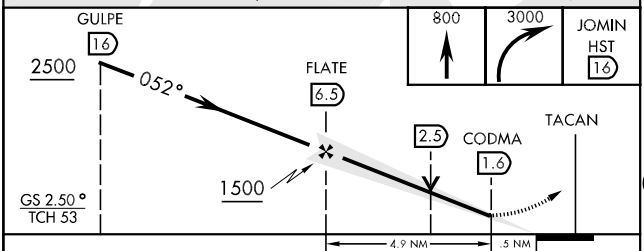
▼ * When ALS inop, increase all CATs RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

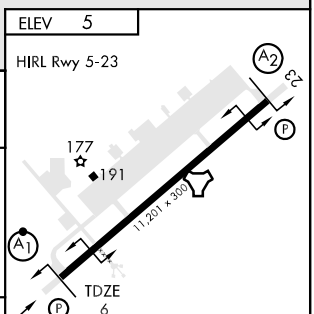
ALSF-1

MISSED APPROACH: Climb 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-ILS 5 *	206/24		200 (200-½)		
S-LOC 5 **	420/24 414 (500-½)		420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

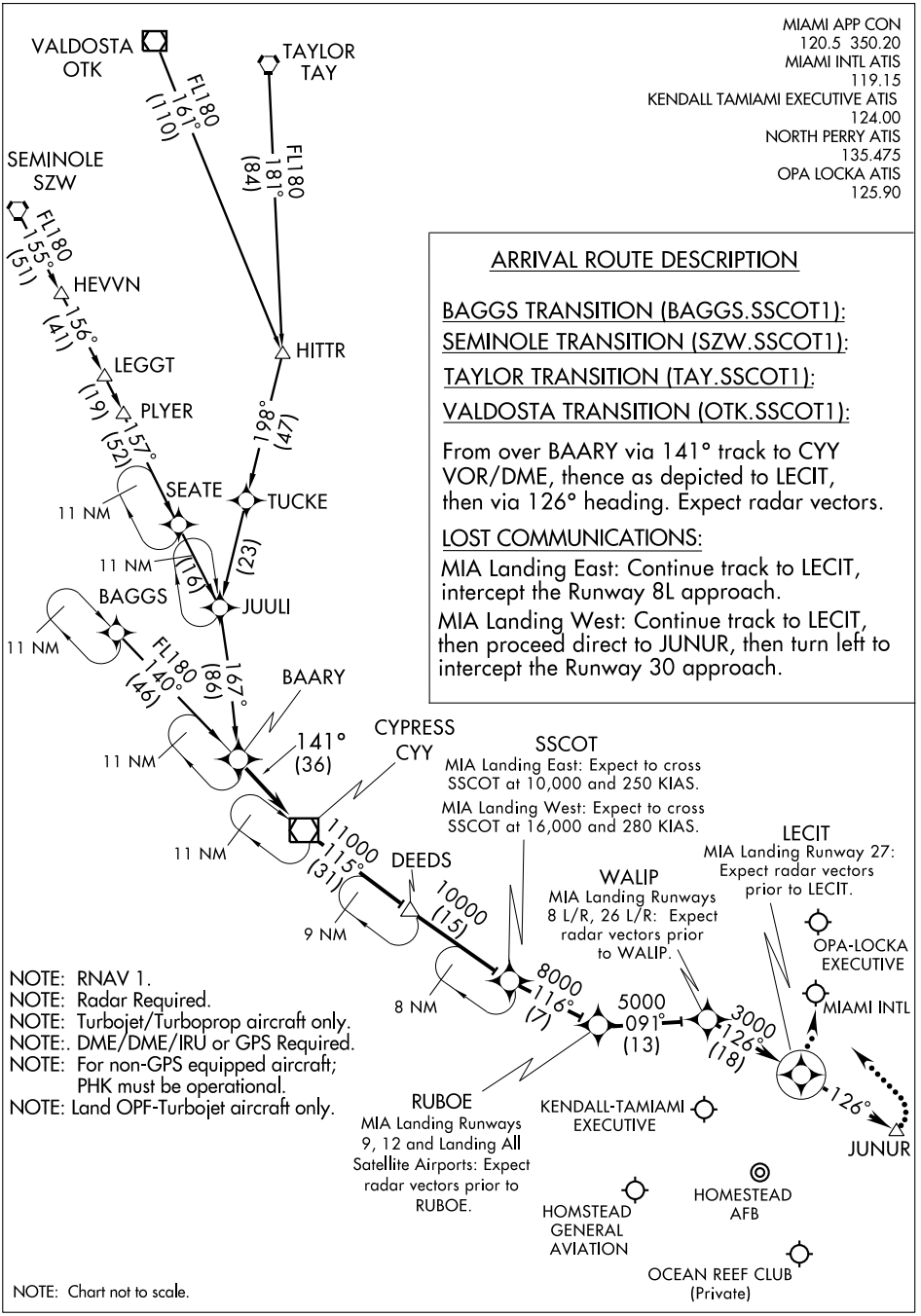
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	11,201
HST		TDZE	6
Chan 19	053°	Arpt Elev	5

AL-494 [USAF]

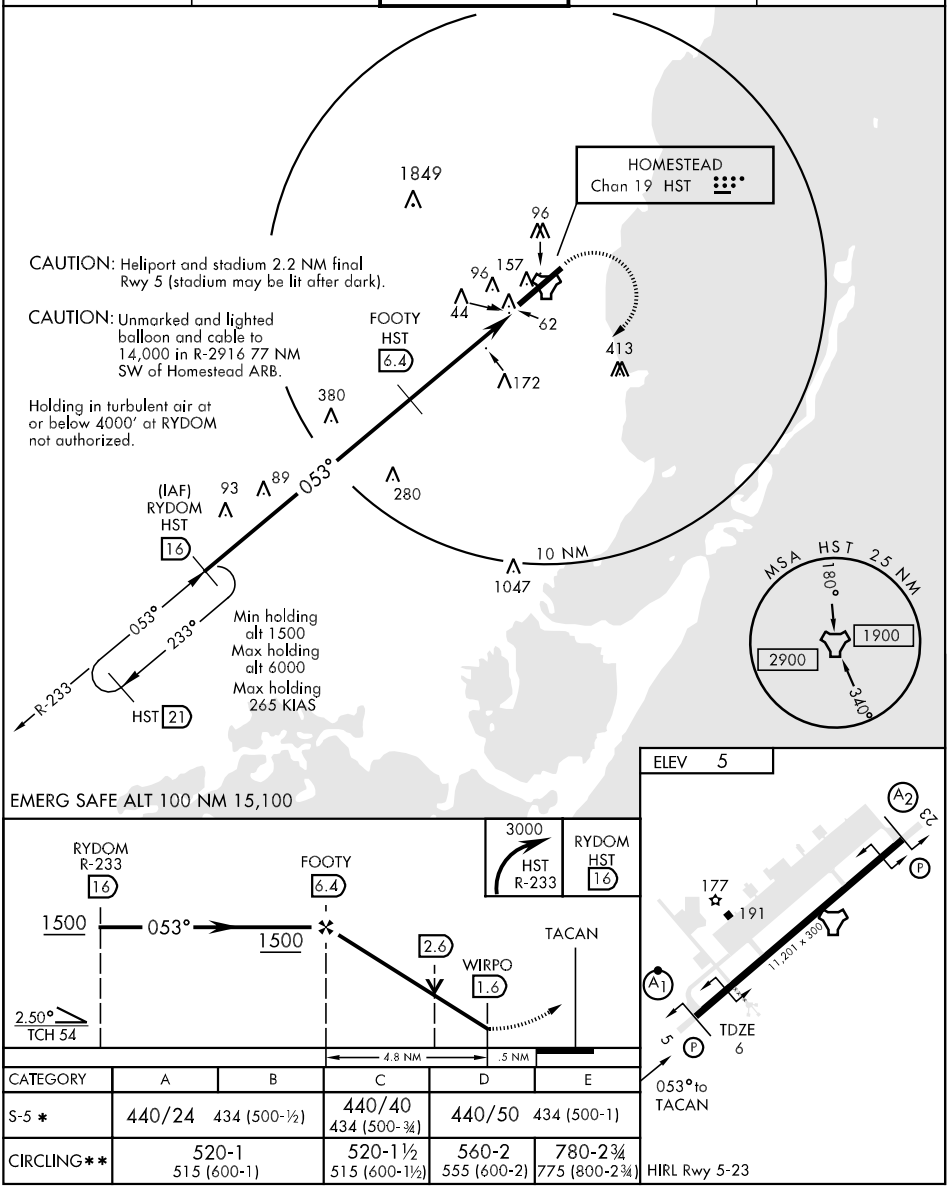
HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
* * Circling not authorized in NW quadrant.

ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM/HST 16 DME and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8



CATEGORY	A	B	C	D	E
S-5 *	440/24	434 (500-½)	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING**	520-1	515 (600-1)	520-1½ 515 (600-1½)	560-2 555 (600-2)	780-2¾ 775 (800-2¾)

HIRL Rwy 5-23

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 23

HOMESTEAD ARB (KHST)

TACAN	APCH CRS	Rwy ldg	11,201
HST		TDZE	6
Chan 19	231°	Arpt Elev	5

AL-494 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT C RVR 60 and vis 1¼ miles, and CAT DE vis to 1½ mile.
** Circling not authorized in NW quadrant.

SALS A2

MISSED APPROACH: Climb to 1500 proceed RYDOM via HST R-233 and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and Stadium 2.2 NM from departure end RWY 23 (Stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

IAF
CAHOO
HST 5 DME
N25°32.47′
W80°18.72′

HOMESTEAD
Chan 19 HST

R-051
231°
051°
HST 10
Max holding 265 KIAS

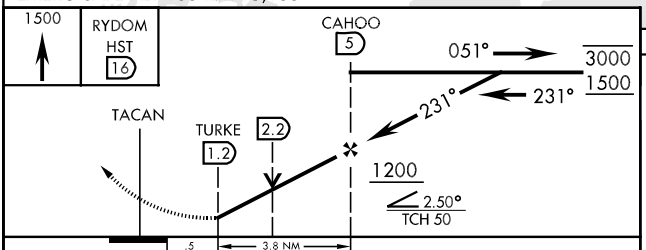
370 368 328 160 1849 86 7 93 93 157 163 413 280

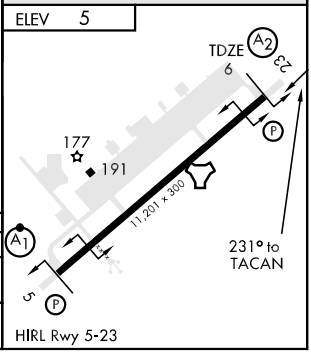
RYDOM
Max holding alt 6000
HST 16
Min holding alt 1500
R-233
053°
233°
Max holding 265 KIAS
HST 21
89
10 NM

Holding in turbulent air at or below 4000 feet at RYDOM not authorized.

MSA HST 2.5 NM
180°
2900
1900
340°

EMERG SAFE ALT 100 NM 15,100



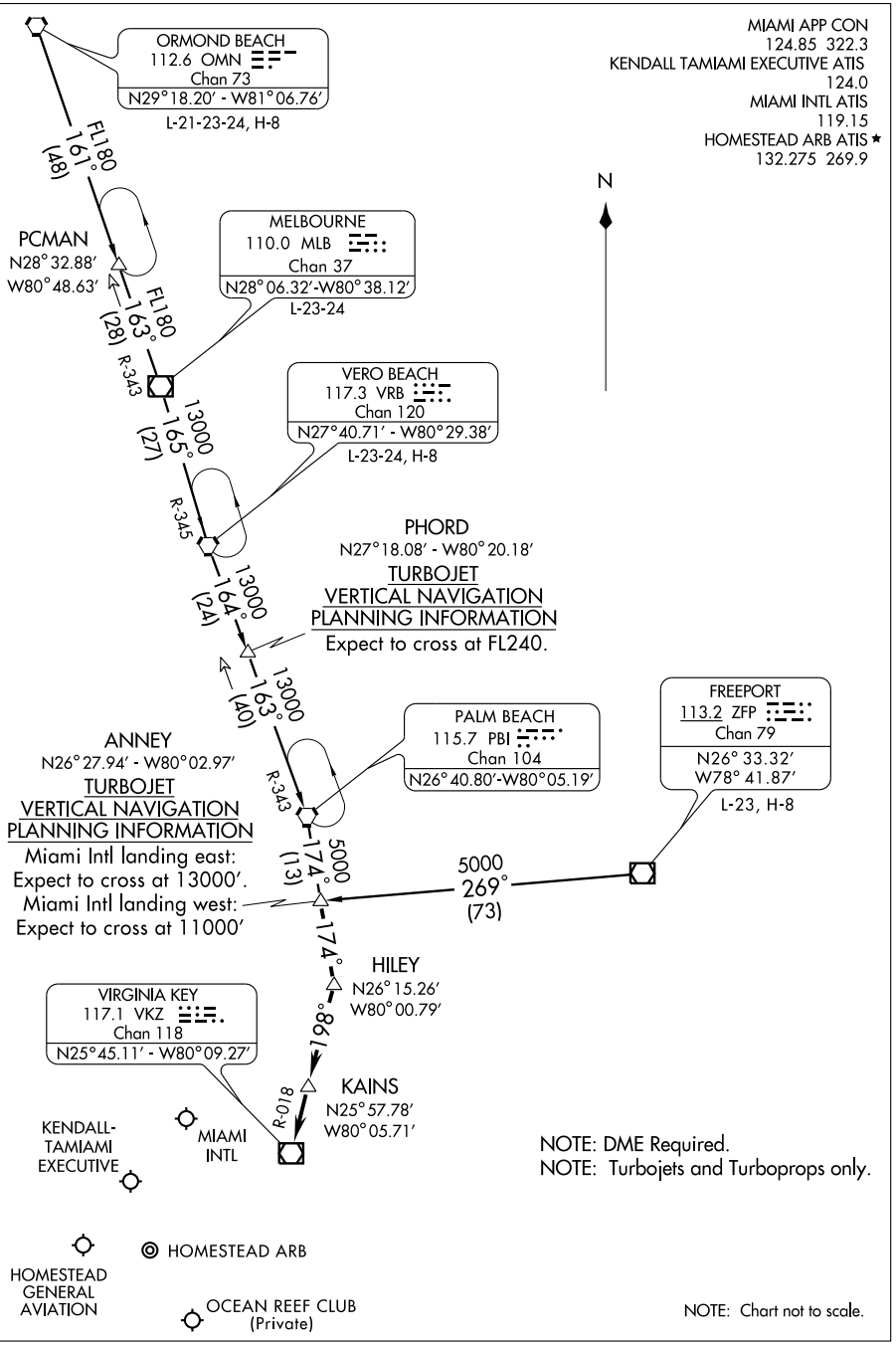


CATEGORY	A	B	C	D	E
S-23 *	440/40 434 (500-¾)		440/50 434 (500-1)	440/60 434 (500-1¼)	
CIRCLING **	520-1 515 (600-1)		520-1½ 515(600-1½)	560-2 555 (600-2)	780-2¾ 775(800-2¾)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HOMESTEAD ARB (HST)(KHST) AFRC 3 E UTC−5(−4DT) N25°29.31′ W80°23.02′ **MIAMI**
5 B TPA—See Remarks NOTAM FILE HST **H–8I, L–23C, A**
RWY 05–23: H11200X300 (CONC–GRVD) PCN 55 R/B/W/T HIRL **DIAP, AD**
RWY 05: ALSF1. PAPI(P4L)—GA 2.5° TCH 54′. Rgt tfc. **RWY 23:** SALS. PAPI(P4L)—TCH 54′.
ARRESTING GEAR/SYSTEM
RWY 05 ← HOOK E5 (65′ OVRN) BAK–14 BAK–12B(B) (1650′)
BAK–14 BAK–12B(B) (1087′) HOOK E5 (74′ OVRN) → **RWY 23**
MILITARY SERVICE: A–GEAR Apch end BAK–12B(B)/14 for active rwy in low position. Dep end BAK–12B(B)/14 for active rwy in raised position. E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86) **FUEL** J8 Expect 1 hr delay. All acft rqr fuel, please have in your possession the white DD Form 1896 fuel card, US Govt air card or your base billing info. **OIL** O–133–148 **TRAN ALERT** Opr Mon–Fri 1130–0200Z‡, Sat 1130–1900Z‡, clsd holidays. Avbl Sundays as requested in support of Unit Training Assembly weekends. No Demineralized water avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, 24 hr prior notice. Base OPS DSN 791–7516, C305–224–7516. PPR good for +/− 1 hr PPR time. Coordination of PPR outside of block time by telephone is rqr, or PPR number will be considered cancelled except for MEDEVAC and VIP acft. Tran acft call 50 NM out. Inbound distinguished visitor acft ctc Comd Post 20 min prior to ldg with firm chock time. No local or round robin flights permitted by tran acft. Opr for base assign alert acft only 0400–1200Z‡. Tran maintenance must be present for acft parking, engine start and for launch of all tran acft. Alert facility twy rstd to acft with wing span of 60′ or less. **CAUTION** Heliport 2.2 NM SW, exercise extreme caution. Stadium light 3 NM from apch end Rwy 05 hazard to night vision. Bird hazard; especially prevalent 1 hr before SS and 1 hr after SR. Airfield experiences temporary Bird Watch Condition Severe. Ctc Base OPS for bird hazard information, Bird Watch Condition is on ATIS. Extensive high performance mil jet opr on and invof arpt. **TFC PAT** TPA—Rectangular 1005(1000), overhead 2005(2000), helicopter 505(500). During VFR conditions; tkf, low apch, touch and go, acft maintain 1000′ until dep end of rwy to avoid overhead pattern. **MISC** Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/− 4 Kt. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/− 4 Kt accuracy into their decision making process for flying opr. Acft arr from NE sector can expect numerous frequency changes during enroute descent. For dep ctc twr direct. Tran acft ldg with hot armament, advise twr on initial ctc. Weather station opr 24 hrs. For additional information ctc base wx station DSN 791–7511, C305–224–7511, or servicing OWS (26 OWS) at Barksdale AFB, LA DSN 781–1200 C318–456–1220. Automated/Augmented AWOS in use.
COMMUNICATIONS: ATIS 132.275 269.9 (1200–0400Z‡) **PTD** 372.2
Ⓡ **APP/DEP CON** 123.8 257.675 (1200–0400Z‡) other times ctc
Ⓡ **MIAMI APP/DEP CON** 125.5 354.1 (0400–1200Z‡)
TOWER 133.45 279.55 **GND CON** 121.75 275.8 **CLNC DEL** 275.8 **GCA** 123.8 257.675 (1200–0400Z‡)
COMD POST (REEF CONTROL) 381.3 (DSN 791–7068, C305–224–7068) **PMSV METRO** 318.65
93FS (MAKO OPS) 138.025 303.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
(L) TACAN Chan 19 HST (108.2) N25°29.37′ W80°22.77′ at fld. 53/3W. No NOTAM MP Wed 1100–1300Z‡ (1500/3+1).
ILS 109.9 I–HST Rwy 05. No NOTAM MP Tue and Thu 1100–1300Z‡ (1500/3+1).
COMM/NAV/WEATHER REMARKS: Radar—No NOTAM MP Mon, Wed, Fri 1000–1400Z‡ (1500/3+1).

HOMESTEAD GENERAL AVIATION (X51) 4 NW UTC−5(−4DT) N25°29.95′ W80°33.25′ **MIAMI**
7 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE MIA **L–23C, A**
RWY 18–36: H4000X100 (ASPH) S–40, D–65, 2D–110 MIRL
RWY 18: Rgt tfc. **RWY 36:** PAPI(P4R).
RWY 09–27: H3000X75 (ASPH) S–20 MIRL
RWY 09: PAPI(P2L). Trees. **RWY 27:** Tree. Rgt tfc.
RWY 09U–27U: 1000X500 (TURF)
AIRPORT REMARKS: Attended continuously. Parachute Jumping SE corner of arpt. Extensive crop dusting in area. Extensive glider activity invof arpt 8,000′ and blo–monitor freq 122.80. Ultralight activity on and invof arpt. Aerobatic box south of arpt and east of AER 36. Remote control model flying fields 1.8 NM north of AER 18. Glider activity Rwy 18–36. Use of ultralight ops area is limited to ultralights and stol type acft that have an approach speed of 50 knots or less, ctc arpt manager on 305–247–4883 prior to use. Rwy 09U–27U white markers every 200′.
WEATHER DATA SOURCES: AWOS–3 118.375 (305)247–2791.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 216° 21.2 NM to fld. 10/4W. **HIWAS.**



SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

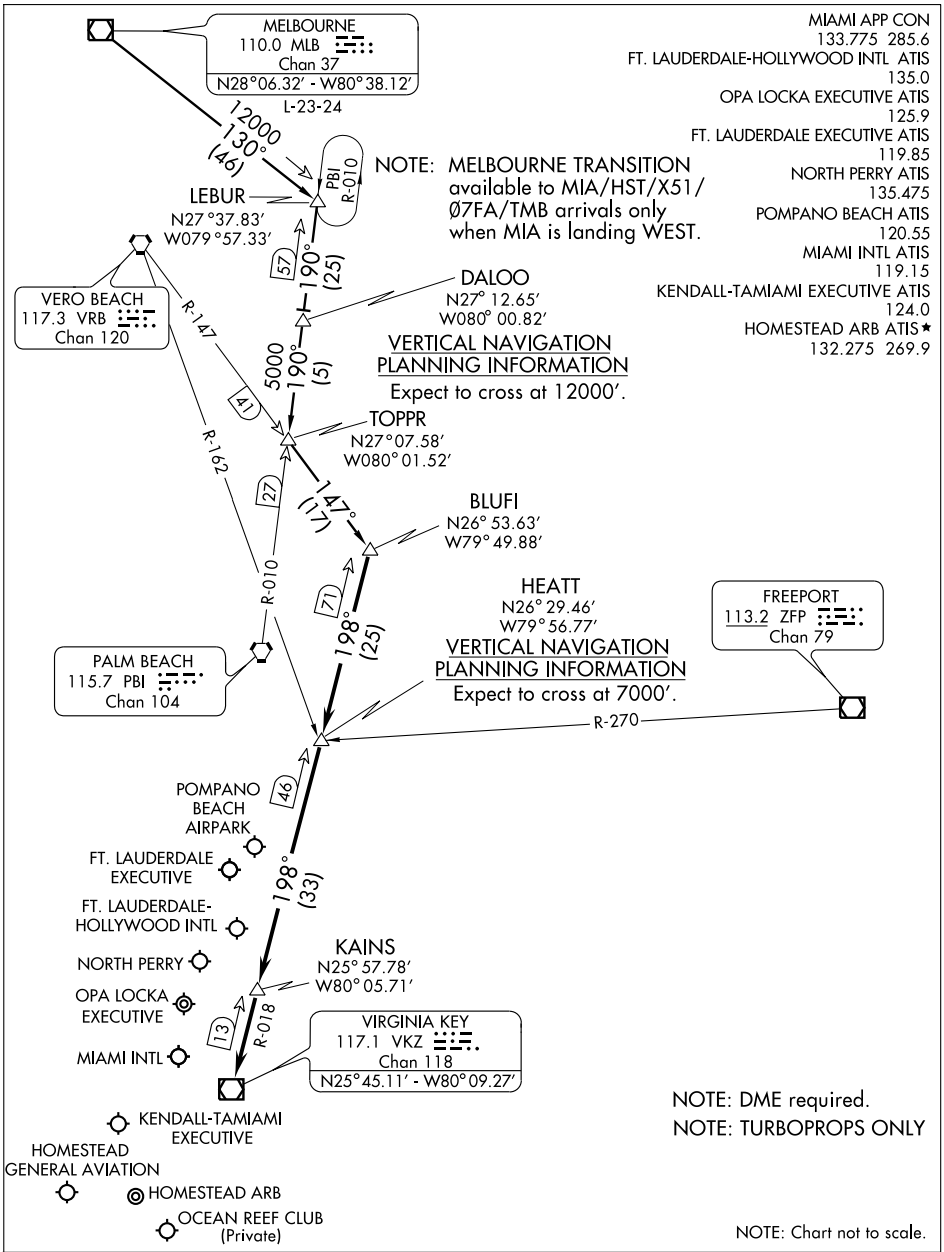
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 23 SEP 2010 to 21 OCT 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

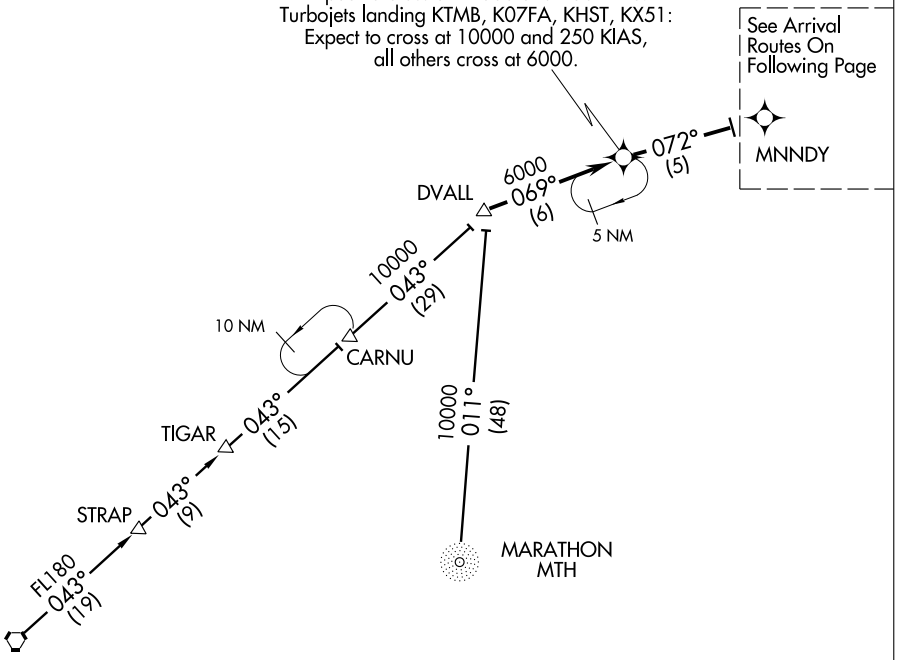
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

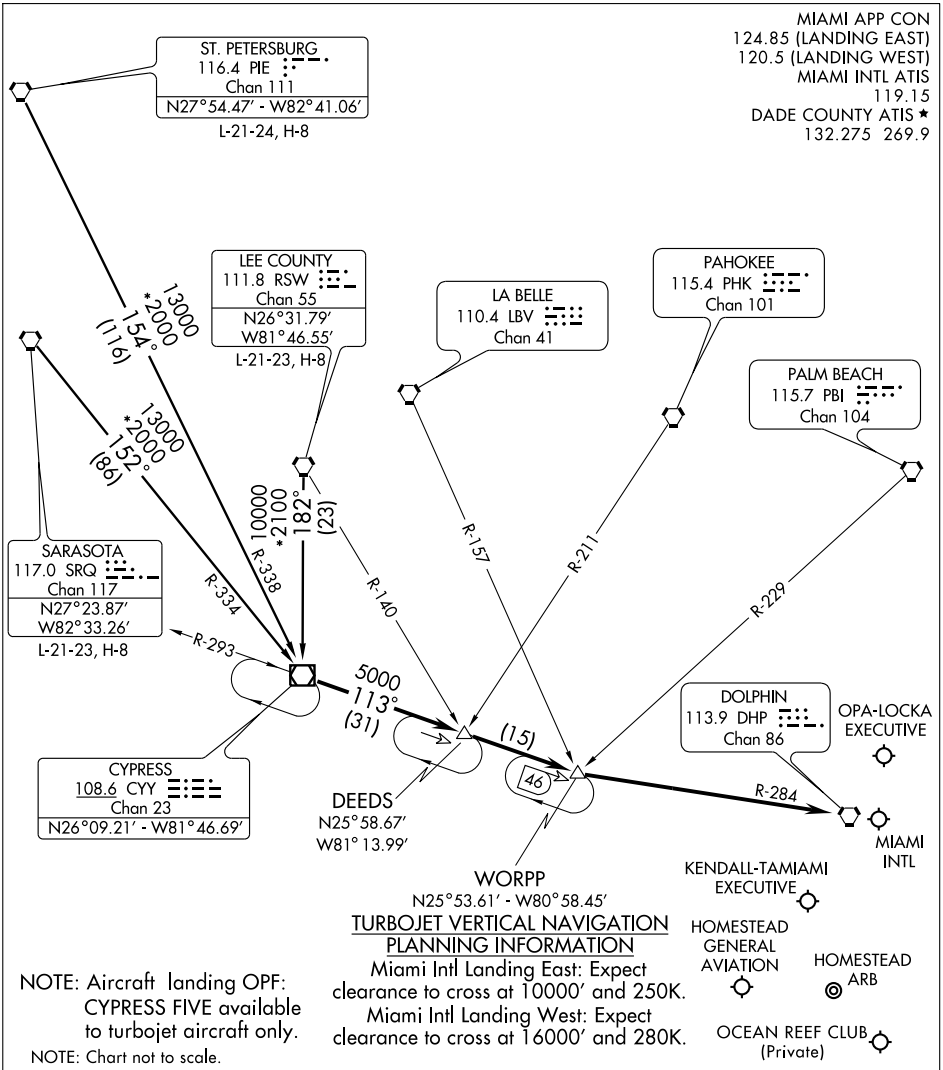
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

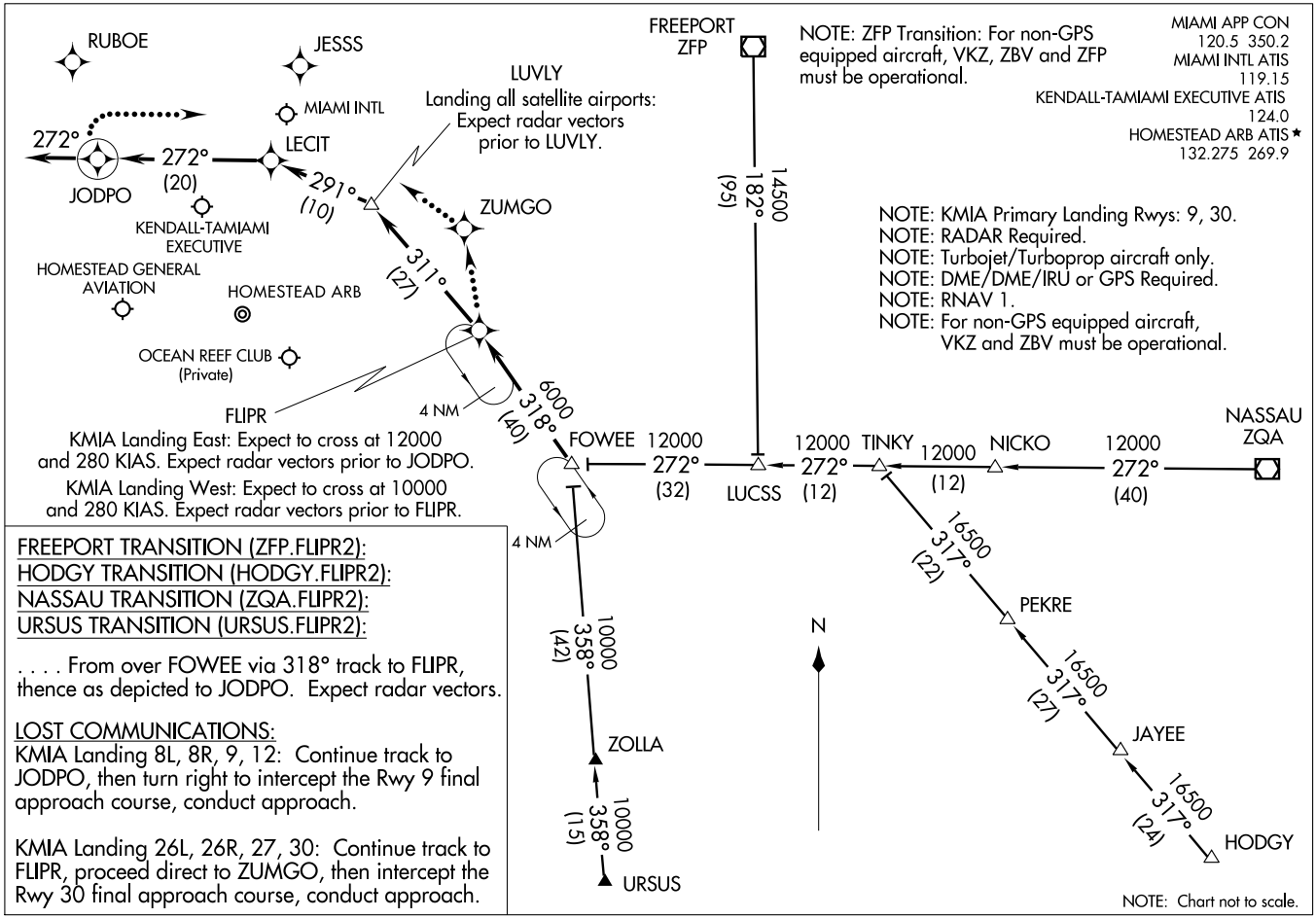
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

MIAMI, FLORIDA

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 23 SEP 2010 to 21 OCT 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 169° (18)

CIMBA

JESSS

243° 255° (5)

KAINS

271° RUBOE

271° (31)

(6)

HOXIL

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

BOYUR

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)

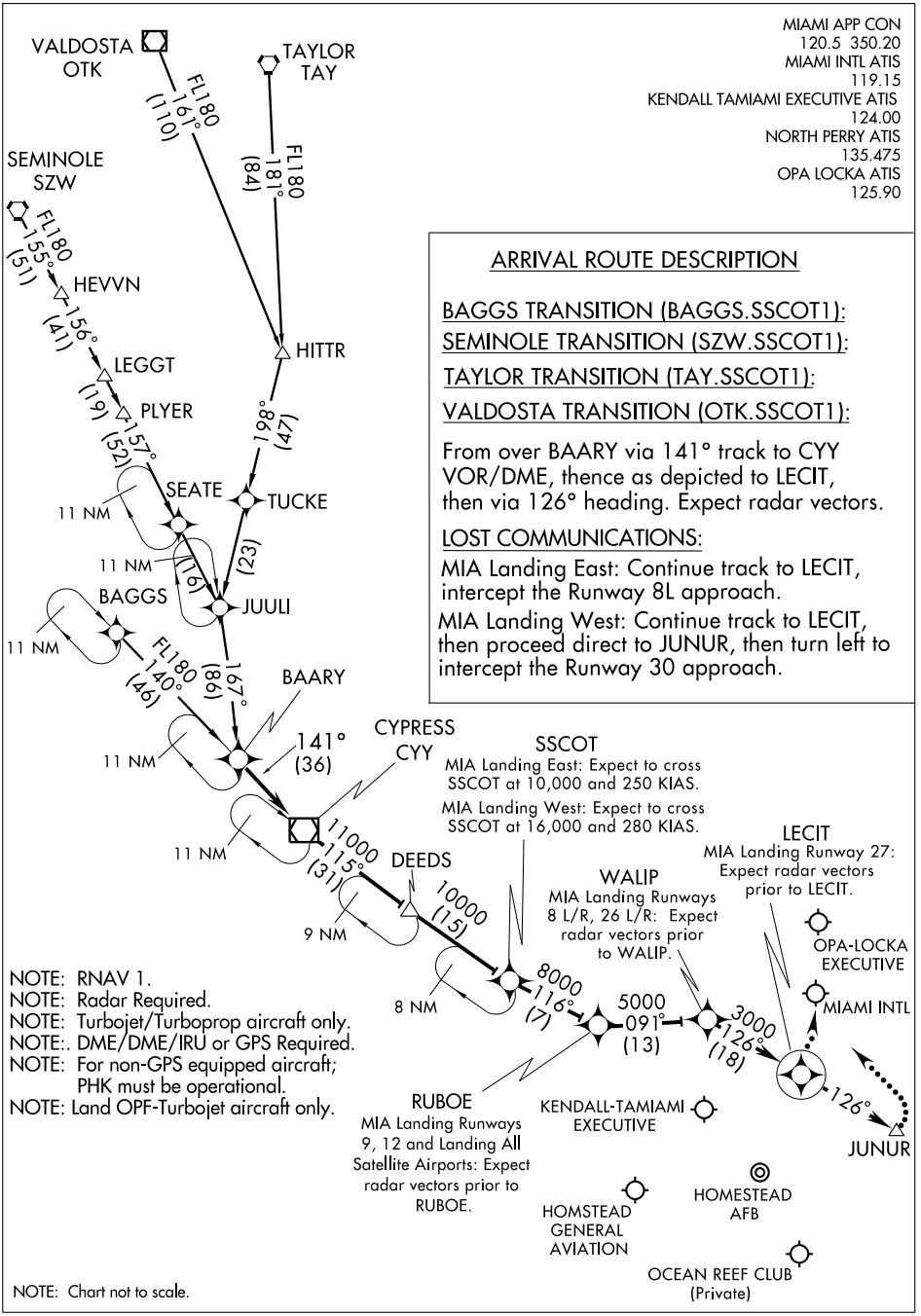
MIAMI, FLORIDA

(HILEY.HILEY2) 07074

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

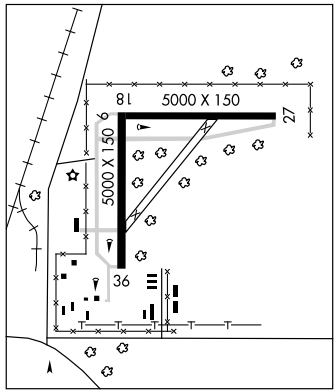
SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

IMMOKALEE RGNL (IMM) 1 NE UTC−5(−4DT) N26°26.03′ W81°24.08′ **MIAMI**
37 B S2 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–23C**
RWY 09–27: H5000X150 (ASPH) S–35, D–60, 2D–110 MIRL **IAP**
RWY 09: P–line.
RWY 18–36: H5000X150 (ASPH) S–35, D–60, 2D–110 HIRL
RWY 18: Brush. **RWY 36:** P-line.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs by credit card. Glider activity blo 10,000′ 10 NM radius from SR–SS. Crop dusting ops conducted during dalgt hrs. Tkf and ldg on turf areas of arpt are done so at pilots own risk and responsibility. PCL OTS indef. Reflectors on Twy A, B and C lgtd. ACTIVATE MIRL Rwy 09–27 and HIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (239) 657–2038.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FORT MEYERS APP/DEP CON** 119.75 (1100–0500Z‡)
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 180° 23.6 NM to fld. 30/01E.



INDIANTOWN (X58) 2 NE UTC−5(−4DT) N27°02.25′ W80°26.46′ **MIAMI**
30 S4 **FUEL** 100LL TPA—830(800) NOTAM FILE MIA
RWY 13–31: 6300X75 (TURF)
RWY 13: Thld dsplcd 600′. Tree. **RWY 31:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Unattended. Fuel avbl with credit card only. No touch and go ldgs. Rwy 13–31 dsplcd thlds and rwy sides marked with white paving stones and white pvc markers. Standing water at rwy edges after rain. PPR for transient acft training call 772–597–5800. Landing fee currently in effect. $10 landing fee waived with fuel purchase.
COMMUNICATIONS: CTAF/UNICOM 123.0

INVERNESS (X4Ø) 2 SE UTC−5(−4DT) N28°48.38′ W82°19.07′ **JACKSONVILLE**
50 B **FUEL** 100LL, JET A NOTAM FILE PIE **L–21D, 24F**
RWY 01–19: H3762X60 (ASPH) S–12.5 MIRL
RWY 01: REIL. PAPI(P2L). Trees. Rgt tfc. **RWY 19:** REIL. PAPI(P2L). Thld dsplcd 50′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. Fuel self serve. Trees in transition surface E and W of rwy. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (352) 341–0264.
COMMUNICATIONS: CTAF/UNICOM 122.725
RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.
OCALA (L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′ 192° 22.7 NM to fld. 80/00E.

JACK BROWNS SPB (See WINTER HAVEN)

WAAS	APP CRS	Rwy Idg	5000
CH 99713	093°	TDZE	37
W09A		Apt Elev	37

RNAV (GPS) RWY 9

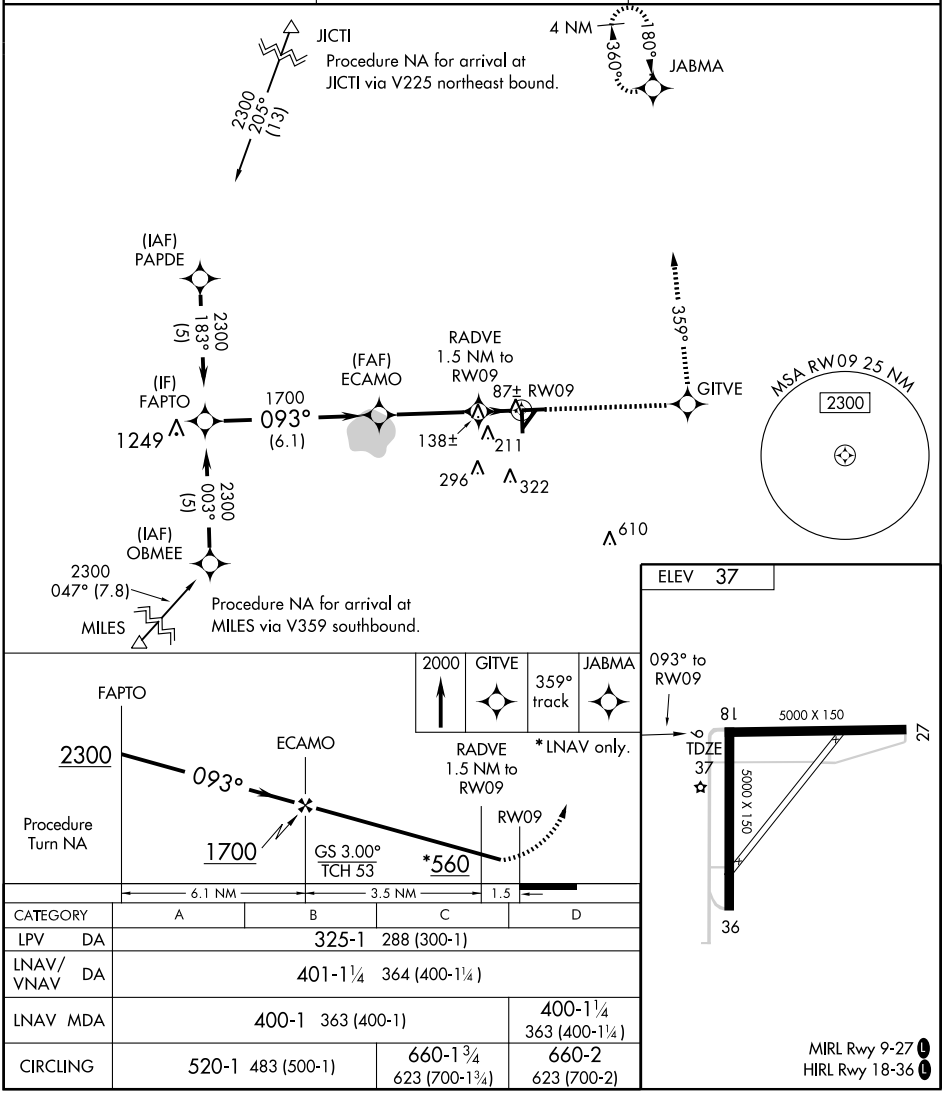
IMMOKALEE RGNL (IMM)

T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct GITVE and via track 359° to JABMA and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	325-1 288 (300-1)			
LNAV/VNAV DA	401-1¼ 364 (400-1¼)			
LNAV MDA	400-1 363 (400-1)			400-1¼ 363 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63213	183°	TDZE	36
W18A		Apt Elev	37

RNAV (GPS) RWY 18

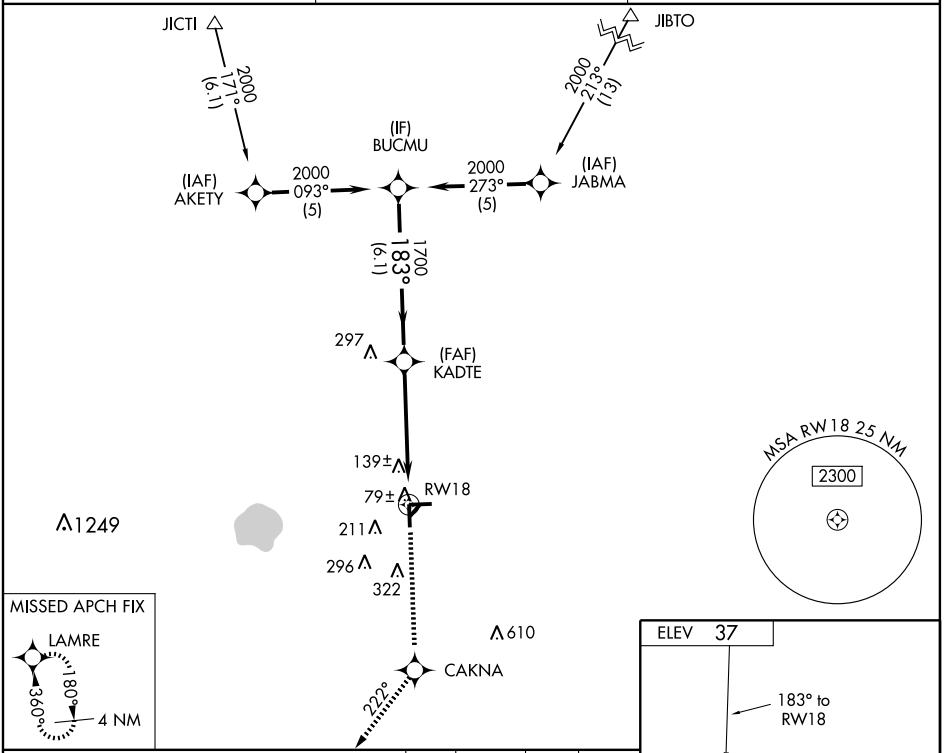
IMMOKALEE RGNL (IMM)

T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct CAKNA and via track 222° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	286-1	250 (300-1)		
LNAV/VNAV DA	380-1¼	344 (400-1¼)		
LNAV MDA	400-1	364 (400-1)		400-1¼ 364 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69613	273°	TDZE	35
W27A		Apt Elev	37

RNAV (GPS) RWY 27

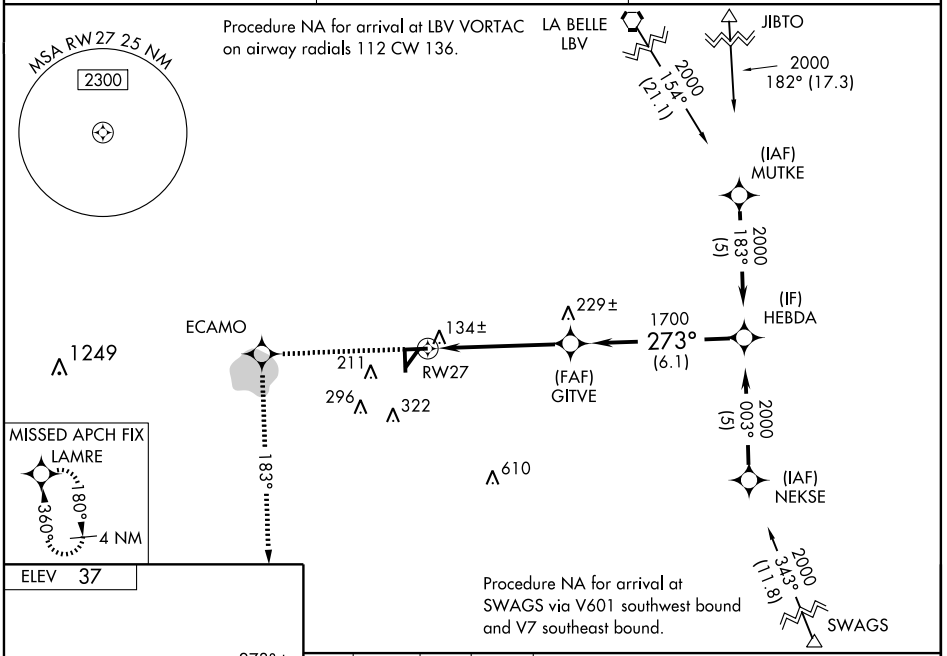
IMMOKALEE RGNL (IMM)

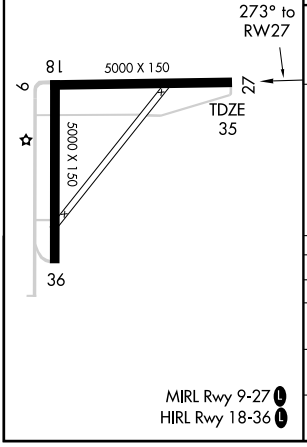
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 27 NA at night. Circling to Rwys 9 and 18 NA at night.

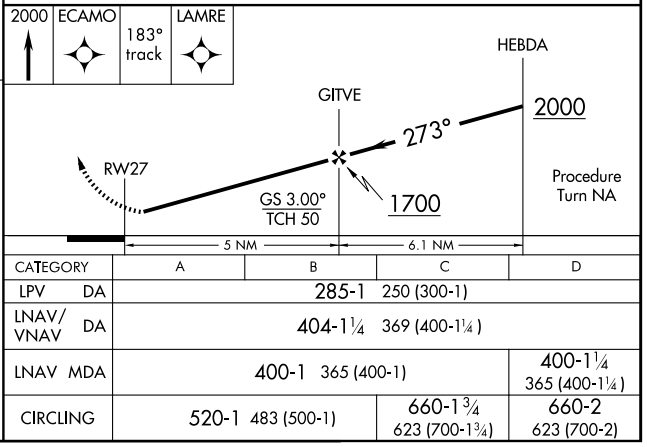
NA

MISSED APPROACH: Climb to 2000 direct ECAMO and via track 183° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	285-1 250 (300-1)			
LNAV/VNAV DA	404-1¼ 369 (400-1¼)			
LNAV MDA	400-1 365 (400-1)			400-1¼ 365 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5000
CH 73013	003°	TDZE	34
W36A		Apt Elev	37

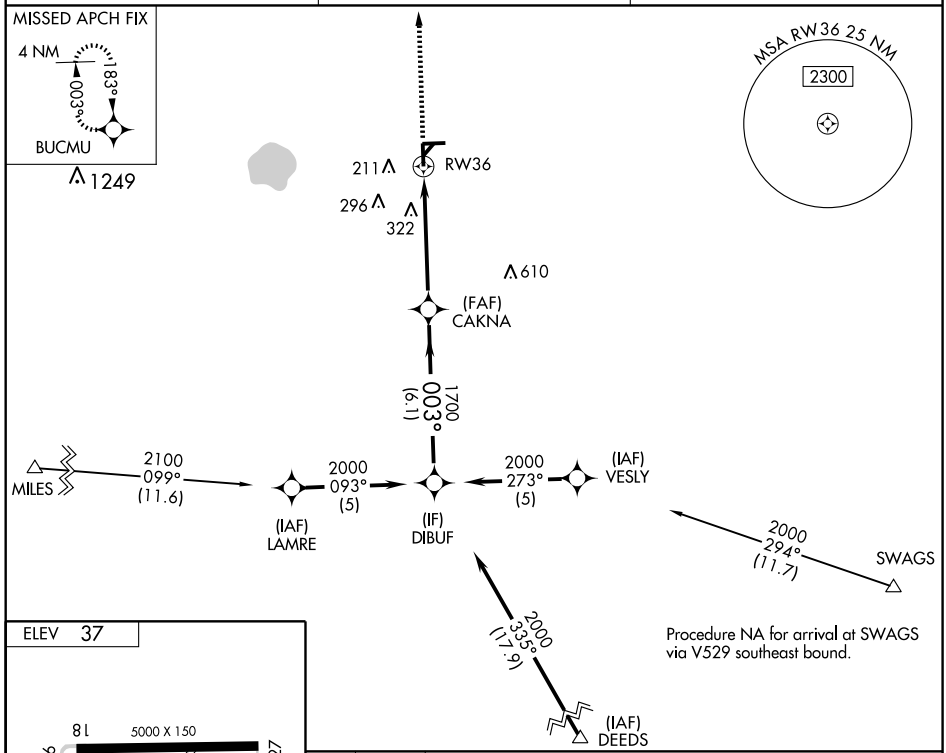
RNAV (GPS) RWY 36

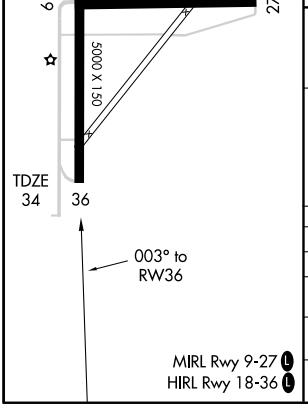
IMMOKALEE RGNL (IMM)

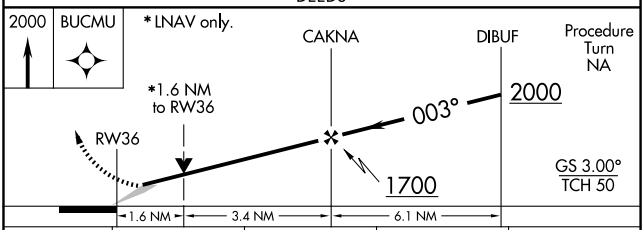
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting. Circling to Rwys 9 and 18 NA at night.

MISSED APPROACH: Climb to 2000 direct BUCMU and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	284-¾		250 (300-¾)	
LNAV/VNAV DA	662-2¼		628 (700-2¼)	
LNAV MDA	580-1	546 (600-1)	580-1½ 546 (600-1½)	580-1¾ 546 (600-1¾)
CIRCLING	580-1	543 (600-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LBV 110.4 Chan 41	APP CRS 181°	Rwy Idg 5000 TDZE 36 Apt Elev 37

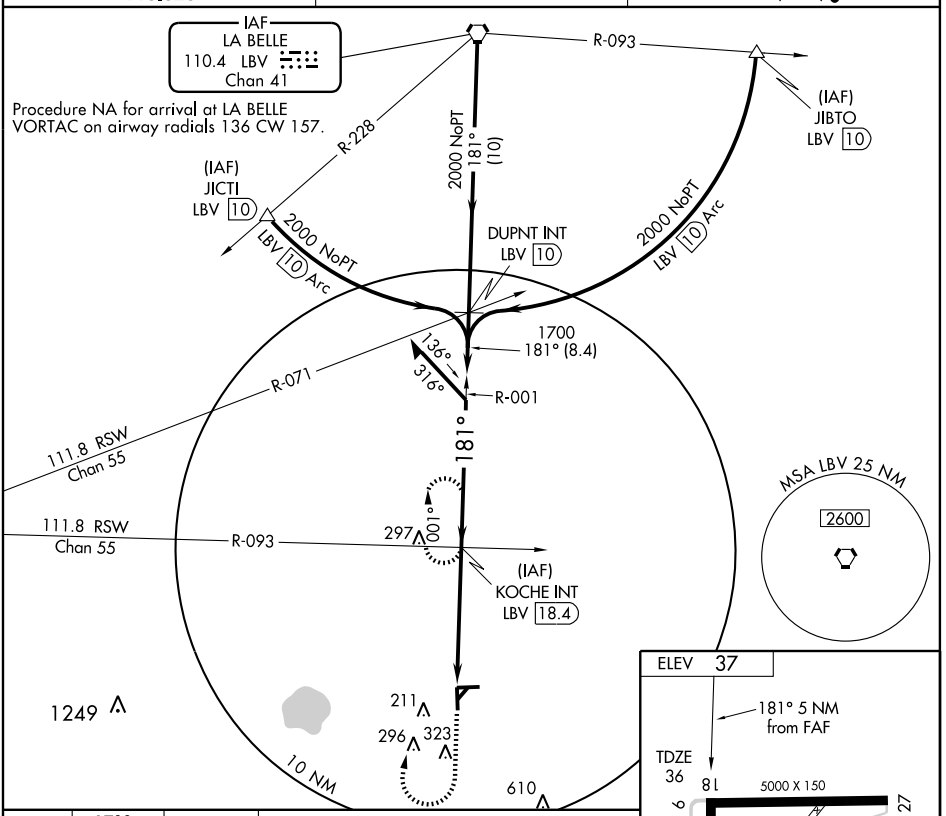
VOR RWY 18

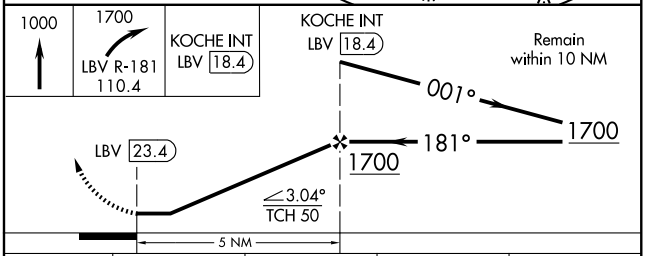
IMMOKALEE RGNL (IMM)

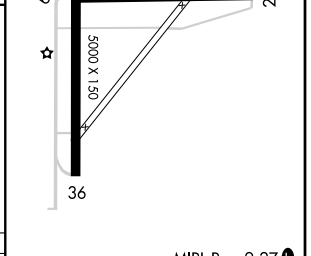
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility ¼ mile. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 via LBV VORTAC R-181 to KOCHE INT/LBV 18.4 DME and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
S-18	560-1 524 (600-1)	560-1¼ 524 (600-1¼)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	560-1 523 (600-1)	560-1¼ 523 (600-1¼)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

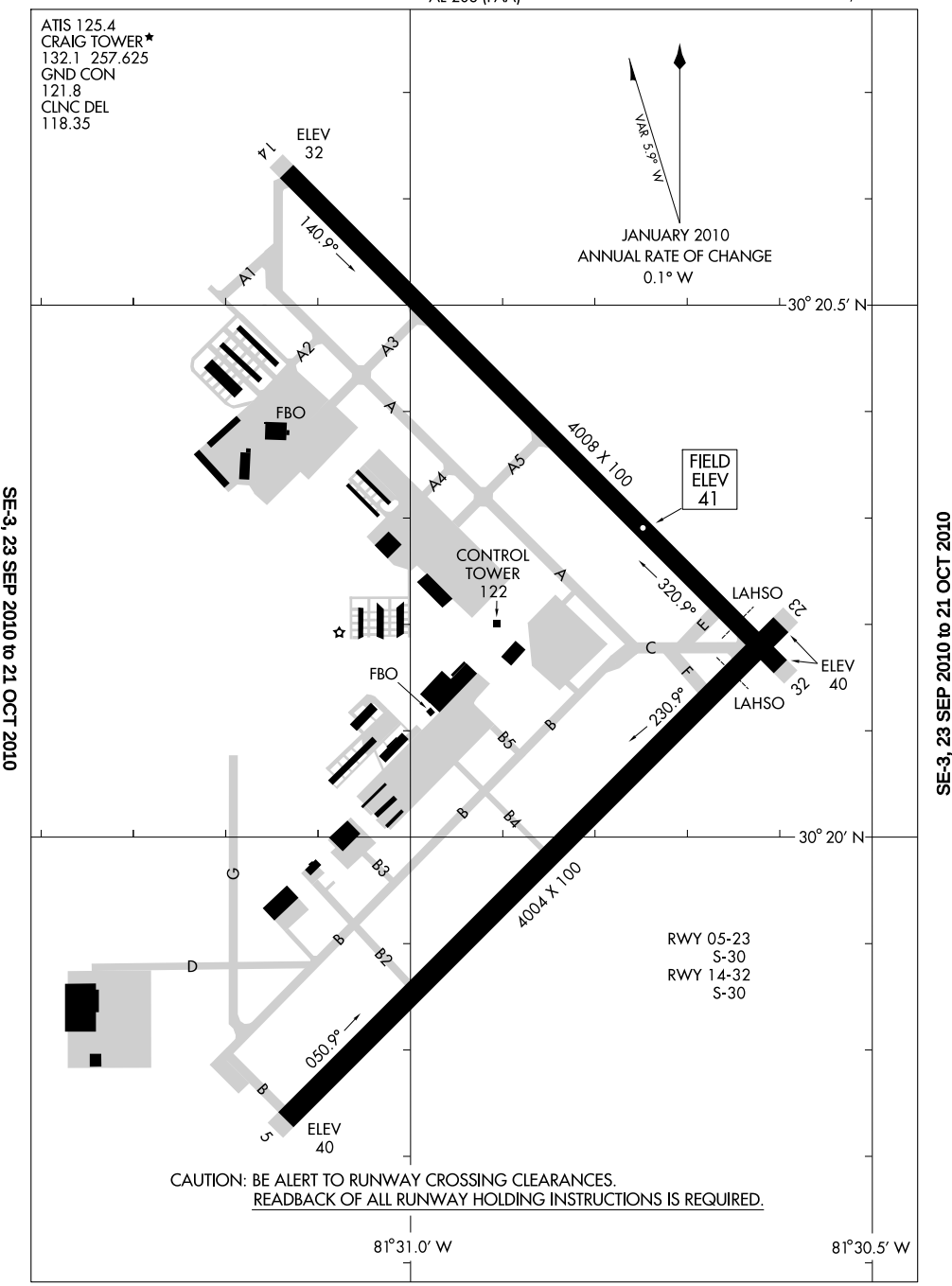
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

JACKSONVILLE/ CRAIG MUNI (CRG)
JACKSONVILLE, FLORIDA

AL-208 (FAA)



RWY 05-23
S-30
RWY 14-32
S-30

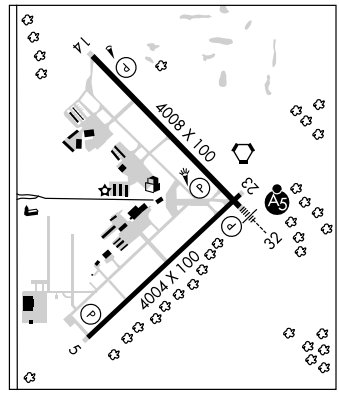
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

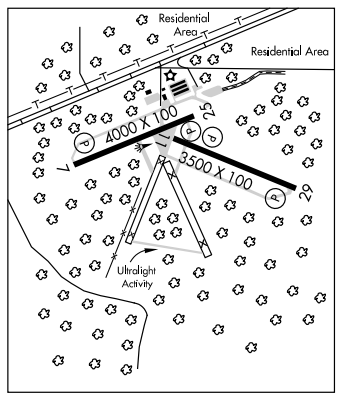
CRAIG MUNI (CRG) 8 E UTC−5(−4DT) N30°20.18′ W81°30.87′ **JACKSONVILLE**
41 B S4 **FUEL** 100LL, JET A NOTAM FILE CRG **L–21D, 24G, A**
RWY 14–32: H4008X100 (ASPH) S–30 HIRL **IAP, AD**
RWY 14: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 32: MALSR. PAPI(P4L)—GA 3.0°. Trees.
RWY 05–23: H4004X100 (ASPH) S–30 MIRL
RWY 05: PAPI(P4L)—GA 3.0°. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.0°. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	3600
RWY 14	05–23	3650



AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡, Sat–Sun 1100–0300Z‡. Banner towing on weekends and special events. The arpt is designed to safely accommodate Design Group II acft (up to 79′ wingspan) up to 60,000 lbs dual wheel loading. PPR for acft exceeding these limits ctc at 904–741–2020. Birds periodically on or near arpt increasing in activity during inclement weather. Wildlife on and invof arpt. VFR noise abatement procedures in effect, ctc arpt manager for details at phone number 904–641–7666. Weather permitting, Rwy 05 preferred for apch, Rwy 32 preferred for dep. Call noise abatement complaint hotline at phone number 904–641–3606. Rwy 05–23 has 75′ stopways both ends. Rwy 14–32 has 75′ stopways both ends. PAPI Rwy 05 unusable byd 7.5° right of centerline. PAPI Rwy 23 unusable byd 9.0° right of centerline. PAPI Rwy 23 unusable byd 8.0° either side of centerline. Twy J unlighted. PAPI Rwy 05, Rwy 14, Rwy 23, Rwy 32 opr continuously. When twr clsd ACTIVATE HIRL Rwy 14–32 and MIRL Rwy 05–23, REIL Rwy 14 and Rwy 23 and MALSR Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS (904) 646–4670. **HIWAS** 114.5 CRG.
COMMUNICATIONS: CTAF 132.1 **ATIS** 125.4 **UNICOM** 122.95
RCO 122.1R 114.5T (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 124.9
TOWER 132.1 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0300Z‡) **GND CON** 121.8 **CLNC DEL** 118.35
AIRSPACE: CLASS D svc Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0300Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.
(H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ at fld. 40/03W. **HIWAS.**
ILS 111.7 I–CRG Rwy 32.
ASR

HERLONG (HEG) 8 SW UTC−5(−4DT) N30°16.67′ W81°48.36′ **JACKSONVILLE**
87 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **L–21D, 24G, A**
RWY 07–25: H4000X100 (ASPH) S–30 MIRL **IAP**
RWY 07: PAPI(P2L)—GA 3.0° TCH 34′. Trees.
RWY 25: PAPI(P2L)—GA 3.0° TCH 34′. Trees.
RWY 11–29: H3500X100 (ASPH) S–30 MIRL
RWY 11: PAPI(P2L). Trees. **RWY 29:** PAPI(P2L). Trees.

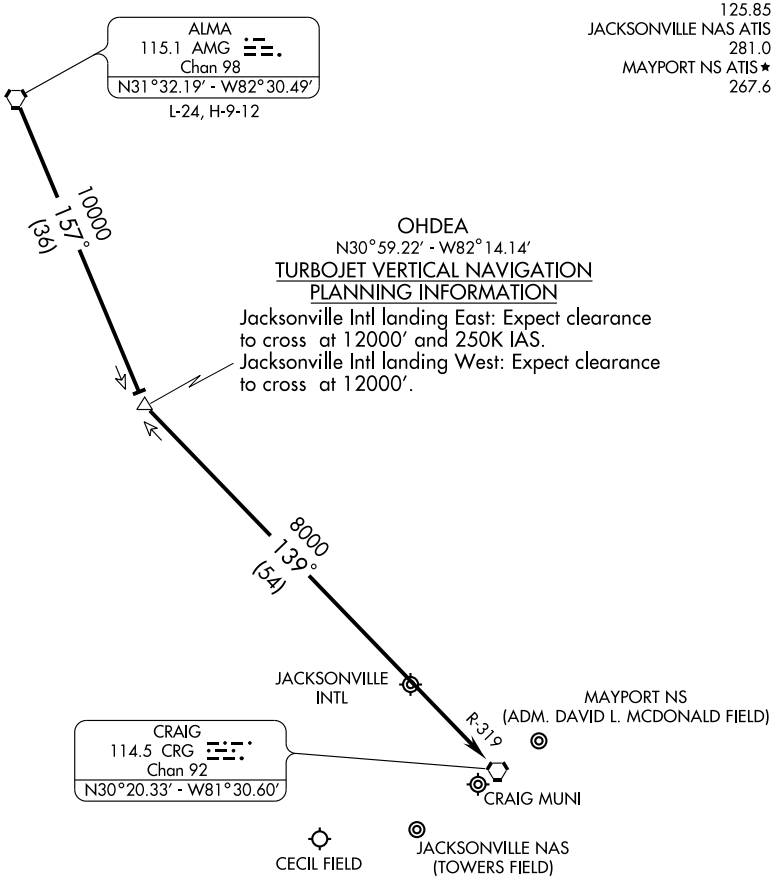


AIRPORT REMARKS: Attended 1130–0030Z‡. Parachute Jumping. Ultralight and glider activity on and invof arpt. PAPI Rwy 11 OTS indef. ACTIVATE MIRL Rwy 07–25 and Rwy 11–29–CTAF. PAPI Rwy 07, Rwy 25, Rwy 11 and Rwy 29 opr continuously.
WEATHER DATA SOURCES: AWOS–3 119.275 (904) 695–0334.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **JACKSONVILLE APP/DEP CON** 123.8
GCO 121.025 (JACKSONVILLE CLNC and GAINESVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 112° 41.1 NM to fld. 140/03W.

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC I-CRG	APP CRS	Rwy Idg	4008
111.7	319°	TDZE	41
		Apt Elev	41

ILS or LOC RWY 32

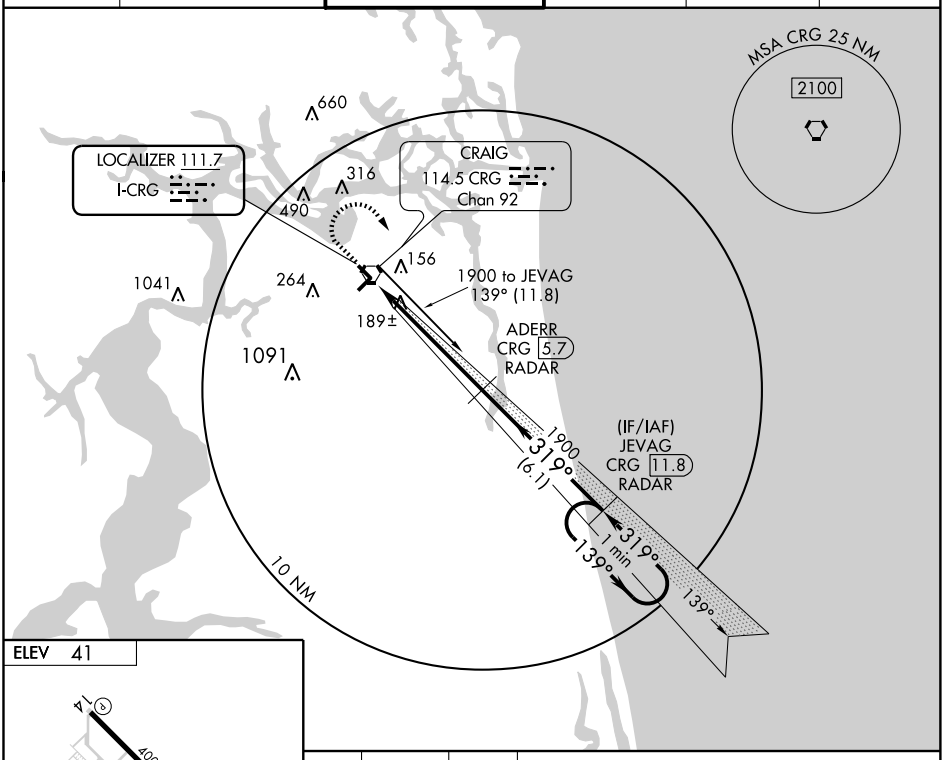
JACKSONVILLE/CRAIG MUNI (CRG)

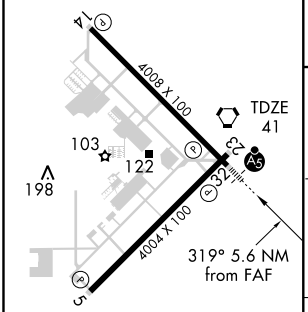
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA to 273, all MDA 40 feet and increase S-LOC Cats. C and D visibility ¼ mile. DME or RADAR REQUIRED.

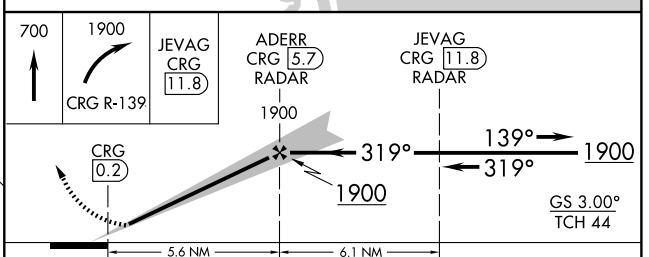
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 via CRG VORTAC R-139 to JEVAG/CRG 11.8 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 32	241-½ 200 (200-½)			
S-LOC 32	440-½ 399 (400-½)			440-¾ 399 (400-¾)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

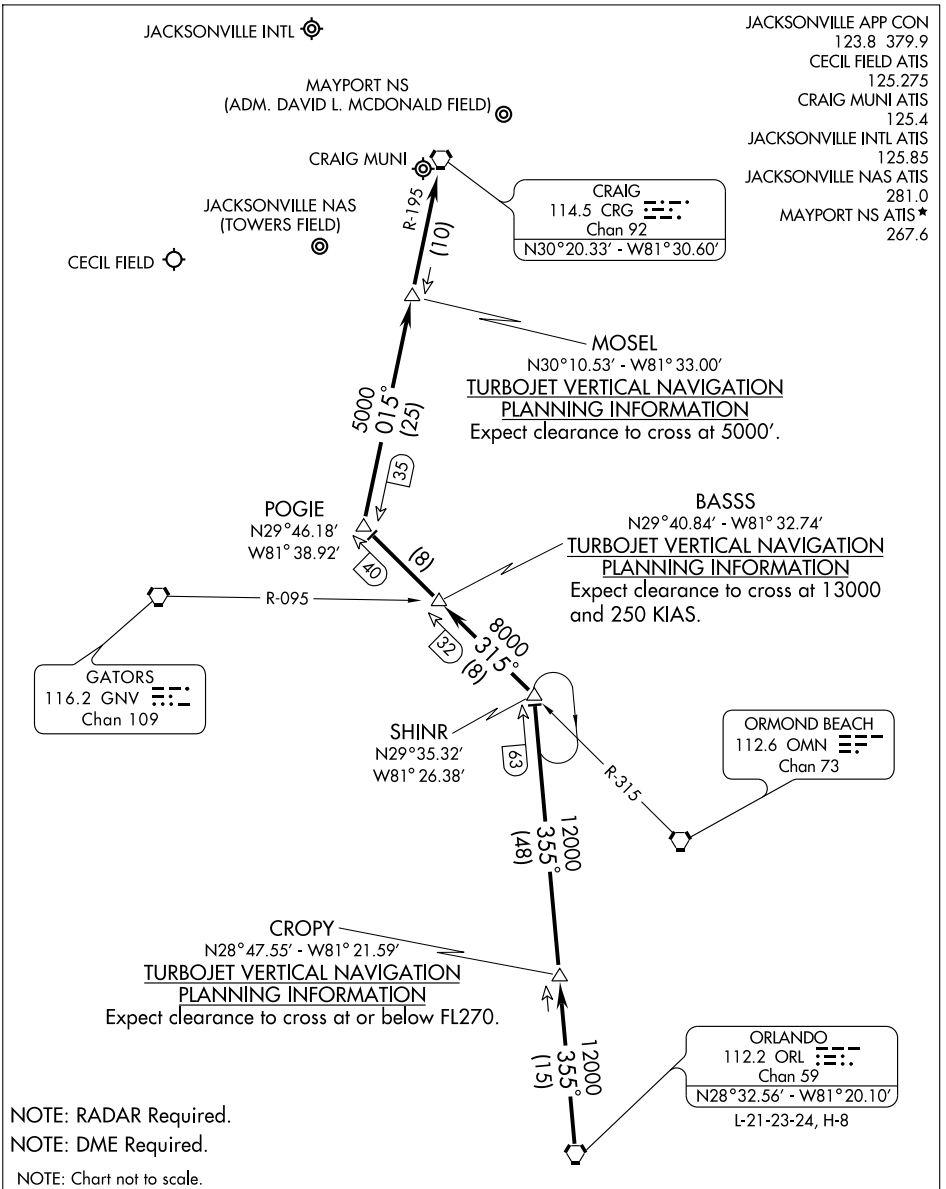
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1) JACKSONVILLE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4008
133°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 14

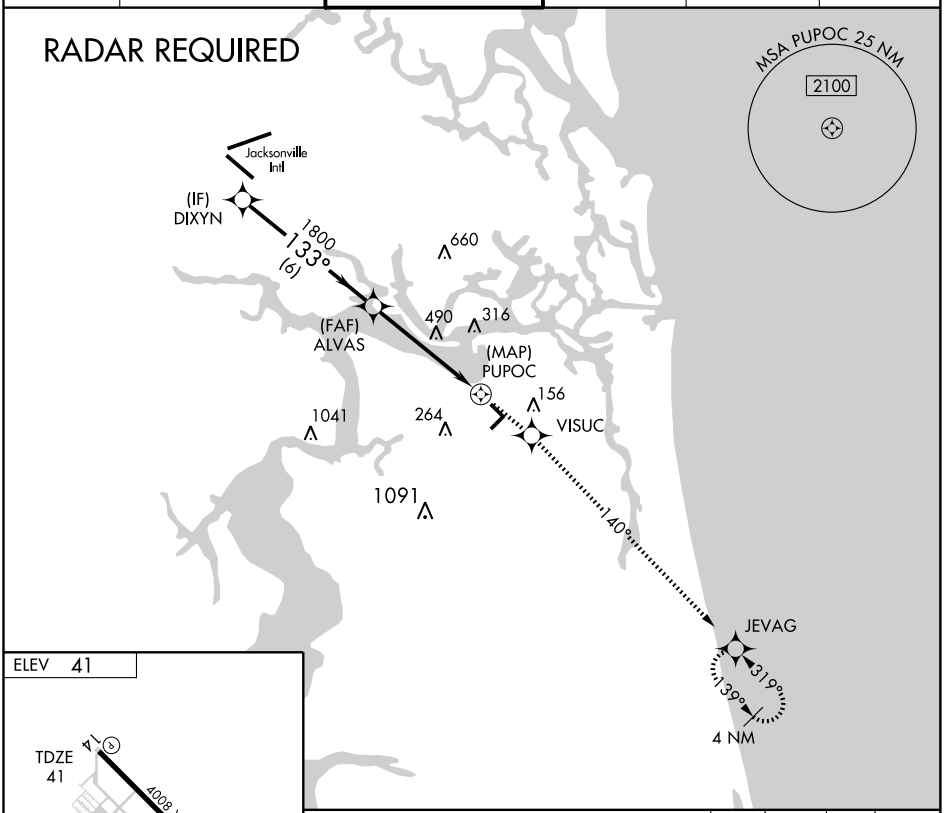
JACKSONVILLE/ CRAIG MUNI (CRG)

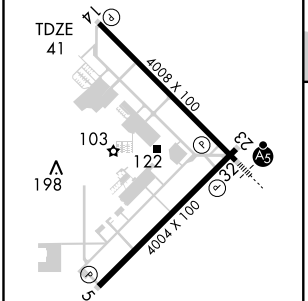
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

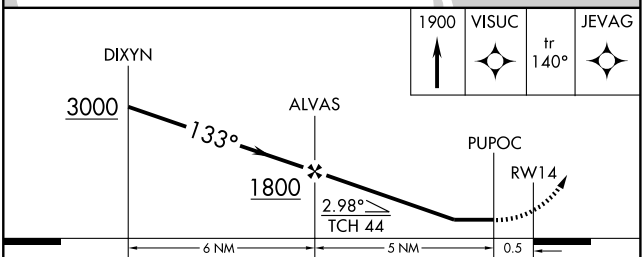
MISSED APPROACH: Climb to 1900 direct VISUC then via 140° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 57901 W32A	APP CRS 319°	Rwy Idg 4008 TDZE 41 Apt Elev 41

RNAV (GPS) RWY 32

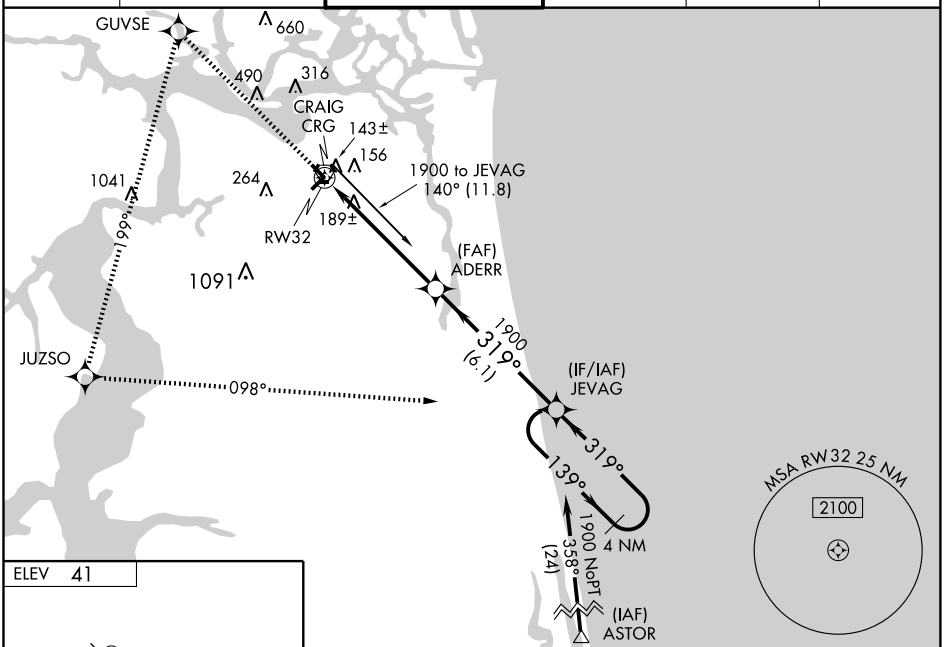
JACKSONVILLE/CRAIG MUNI (CRG)

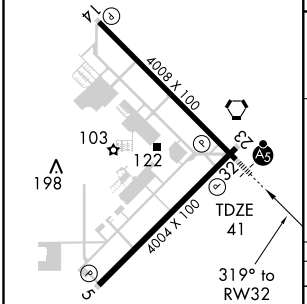
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats. visibility to 1¾ and LNAV Cat. C visibility to 1¼. VDP NA when using Jacksonville Intl altimeter setting.

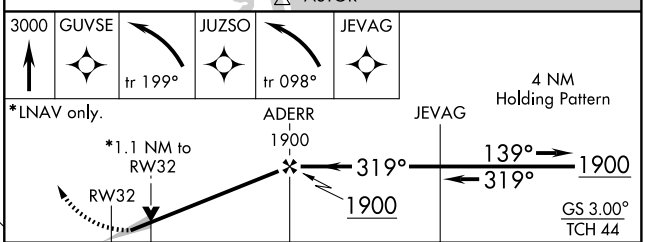
MALSR

MISSED APPROACH: Climb to 3000 direct GUVSE and left turn via 199° track to JUZSO and left turn via 098° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER*	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
LPV DA	241-½ 200 (200-½)			
LNAV/VNAV DA	479-1 438 (500-1)			
LNAV MDA	440-½ 399 (400-½)			440-1 399 (400-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

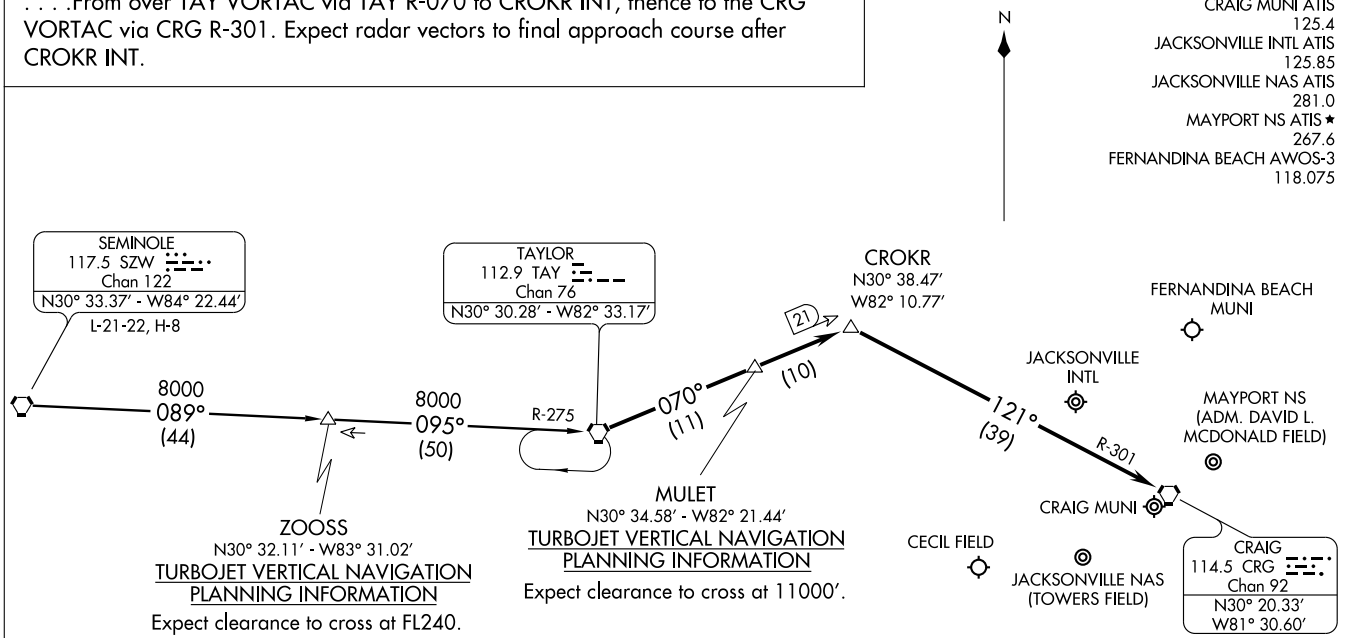
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	330°	TDZE	41
Chan 92		Apt Elev	41

VOR/DME RWY 32

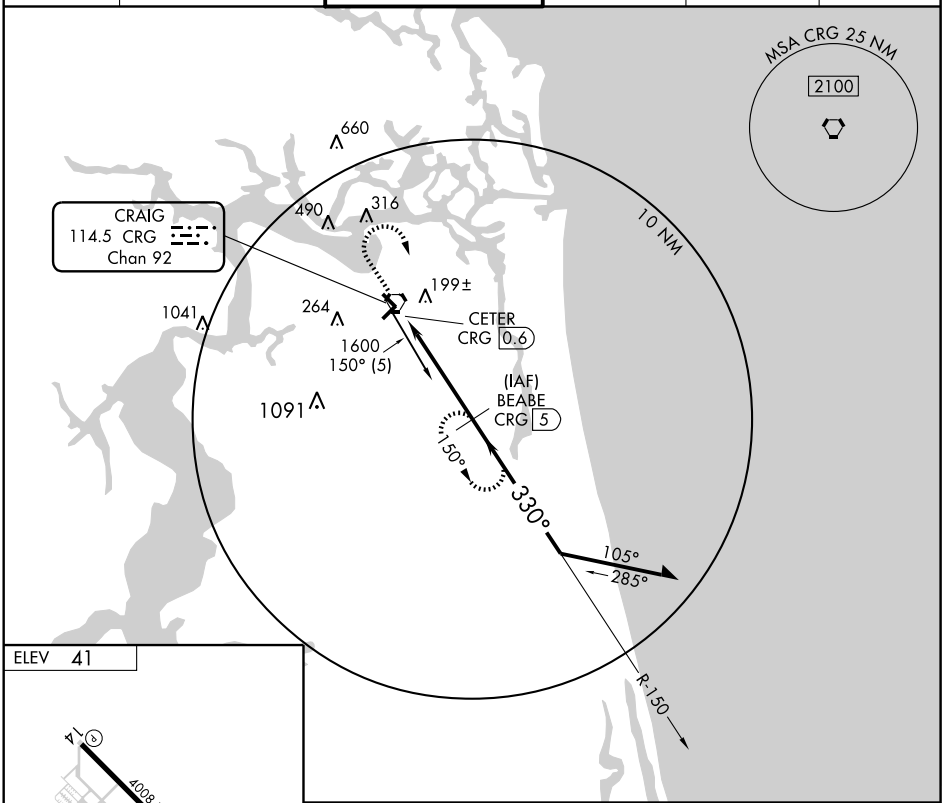
JACKSONVILLE/CRAIG MUNI (CRG)

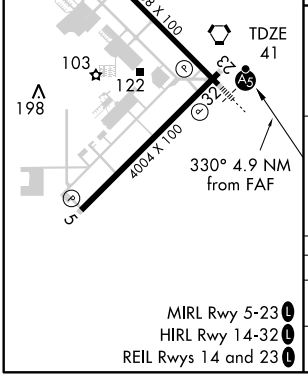
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.
VDP NA when using Jacksonville Intl altimeter setting.

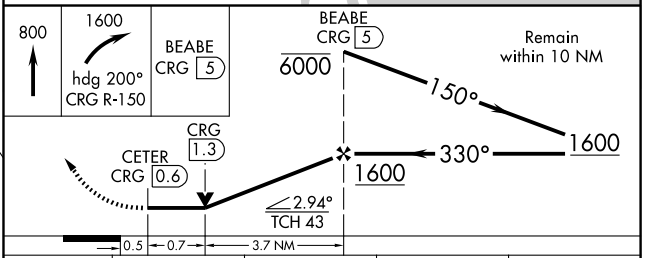
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via heading 200° and CRG VORTAC R-150 to BEABE/CRG 5 DME and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
S-32	460-½ 419 (500-½)		460-¾ 419 (500-¾)	460-1 419 (500-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC CRG 114.5 Chan 92	APP CRS 132°	Rwy Idg 4008 TDZE 41 Apt Elev 41

VOR RWY 14

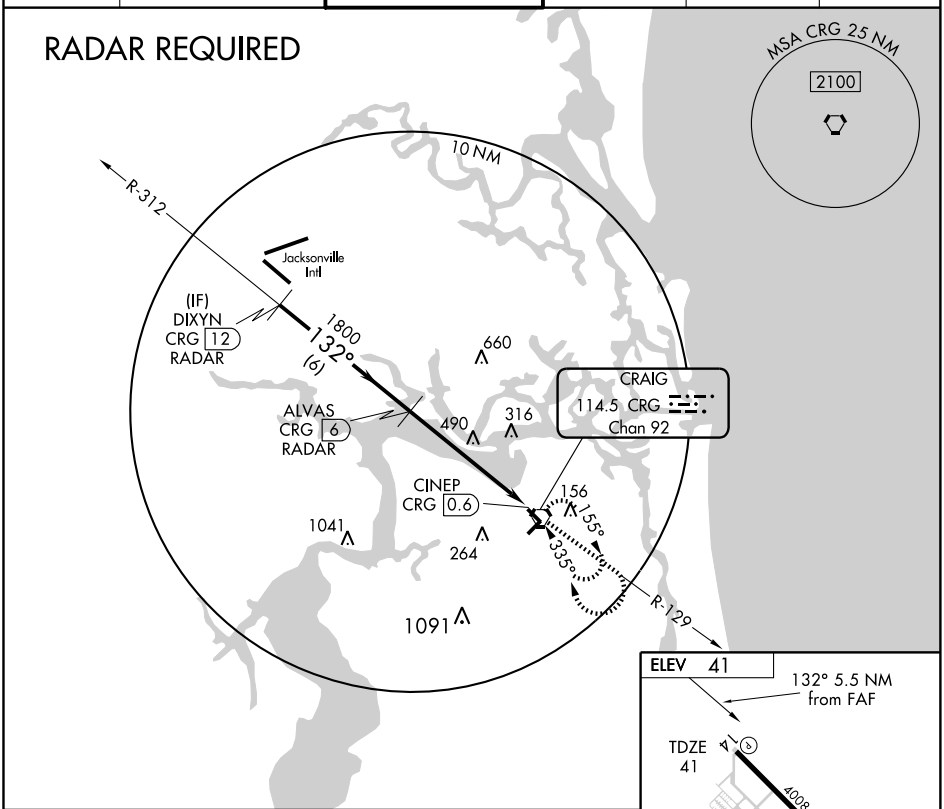
JACKSONVILLE/CRAIG MUNI (CRG)

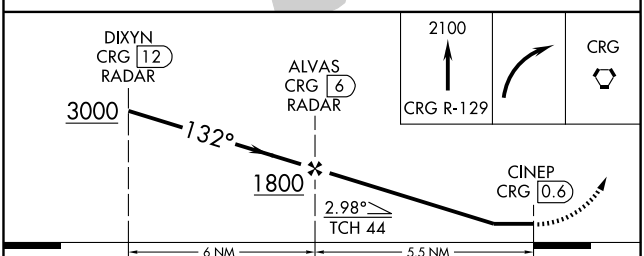
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet. DME or RADAR REQUIRED.

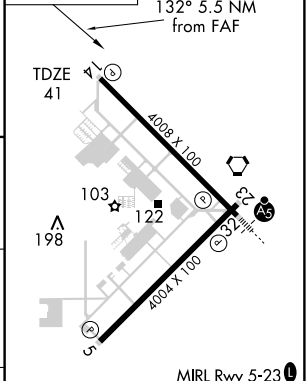
MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

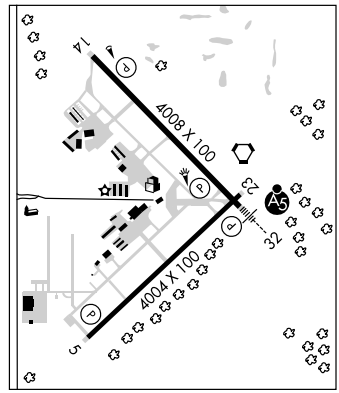
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

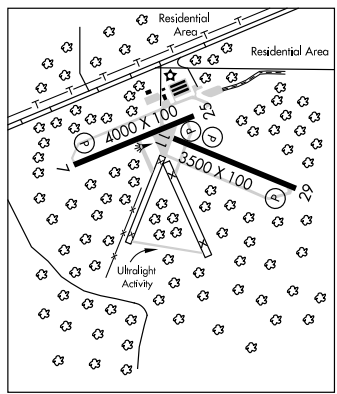
CRAIG MUNI (CRG) 8 E UTC−5(−4DT) N30°20.18′ W81°30.87′ **JACKSONVILLE**
41 B S4 **FUEL** 100LL, JET A NOTAM FILE CRG **L–21D, 24G, A**
RWY 14–32: H4008X100 (ASPH) S–30 HIRL **IAP, AD**
RWY 14: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 32: MALSR. PAPI(P4L)—GA 3.0°. Trees.
RWY 05–23: H4004X100 (ASPH) S–30 MIRL
RWY 05: PAPI(P4L)—GA 3.0°. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.0°. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	3600
RWY 14	05–23	3650



AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡, Sat–Sun 1100–0300Z‡. Banner towing on weekends and special events. The arpt is designed to safely accommodate Design Group II acft (up to 79′ wingspan) up to 60,000 lbs dual wheel loading. PPR for acft exceeding these limits ctc at 904–741–2020. Birds periodically on or near arpt increasing in activity during inclement weather. Wildlife on and invof arpt. VFR noise abatement procedures in effect, ctc arpt manager for details at phone number 904–641–7666. Weather permitting, Rwy 05 preferred for apch, Rwy 32 preferred for dep. Call noise abatement complaint hotline at phone number 904–641–3606. Rwy 05–23 has 75′ stopways both ends. Rwy 14–32 has 75′ stopways both ends. PAPI Rwy 05 unusable byd 7.5° right of centerline. PAPI Rwy 23 unusable byd 9.0° right of centerline. PAPI Rwy 23 unusable byd 8.0° either side of centerline. Twy J unlighted. PAPI Rwy 05, Rwy 14, Rwy 23, Rwy 32 opr continuously. When twr clsd ACTIVATE HIRL Rwy 14–32 and MIRL Rwy 05–23, REIL Rwy 14 and Rwy 23 and MALSR Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS (904) 646–4670. **HIWAS** 114.5 CRG.
COMMUNICATIONS: CTAF 132.1 **ATIS** 125.4 **UNICOM** 122.95
RCO 122.1R 114.5T (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 124.9
TOWER 132.1 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0300Z‡) **GND CON** 121.8 **CLNC DEL** 118.35
AIRSPACE: CLASS D svc Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0300Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.
(H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ at fld. 40/03W. **HIWAS.**
ILS 111.7 I–CRG Rwy 32.
ASR

HERLONG (HEG) 8 SW UTC−5(−4DT) N30°16.67′ W81°48.36′ **JACKSONVILLE**
87 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **L–21D, 24G, A**
RWY 07–25: H4000X100 (ASPH) S–30 MIRL **IAP**
RWY 07: PAPI(P2L)—GA 3.0° TCH 34′. Trees.
RWY 25: PAPI(P2L)—GA 3.0° TCH 34′. Trees.
RWY 11–29: H3500X100 (ASPH) S–30 MIRL
RWY 11: PAPI(P2L). Trees. **RWY 29:** PAPI(P2L). Trees.



AIRPORT REMARKS: Attended 1130–0030Z‡. Parachute Jumping. Ultralight and glider activity on and invof arpt. PAPI Rwy 11 OTS indef. ACTIVATE MIRL Rwy 07–25 and Rwy 11–29–CTAF. PAPI Rwy 07, Rwy 25, Rwy 11 and Rwy 29 opr continuously.
WEATHER DATA SOURCES: AWOS–3 119.275 (904) 695–0334.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **JACKSONVILLE APP/DEP CON** 123.8
GCO 121.025 (JACKSONVILLE CLNC and GAINESVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 112° 41.1 NM to fld. 140/03W.

APP CRS	Rwy Idg	4000
249°	TDZE	87
	Apt Elev	87

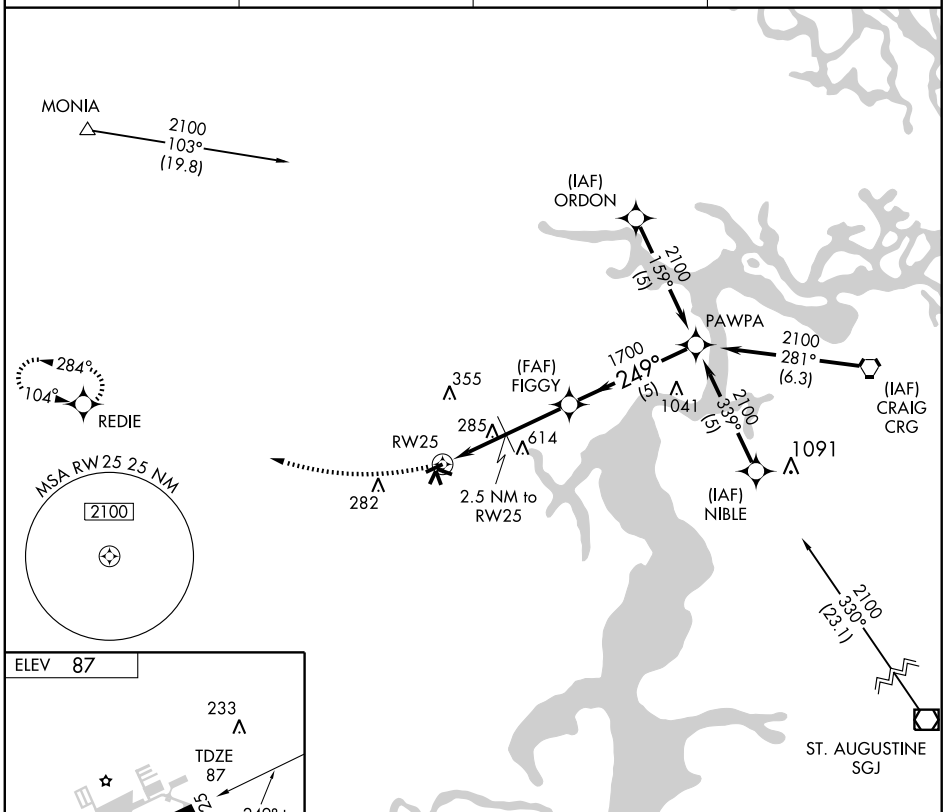
GPS RWY 25

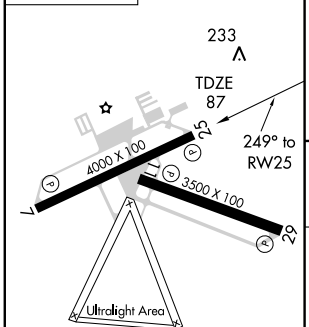
JACKSONVILLE/ HERLONG (HEG)

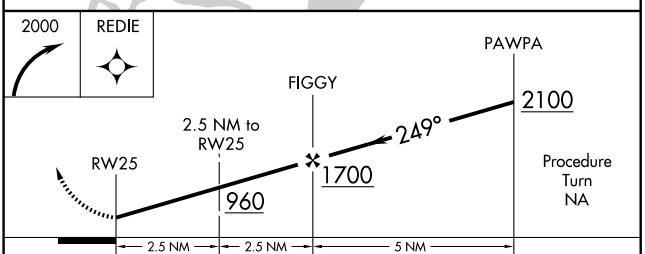
NA

MISSED APPROACH: Climbing right turn to 2000 direct REDIE WP and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	600-1 513 (600-1)		600-1½ 513 (600-1½)	600-1¾ 513 (600-1¾)
CIRCLING	600-1 513 (600-1)		600-1½ 513 (600-1½)	640-2 553 (600-2)

REIL Rwys 7, 11, and 29
MIRL Rwys 7-25 and 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOM JA	APP CRS	Rwy Idg	N/A
344	184°	TDZE	N/A
		Apt Elev	87

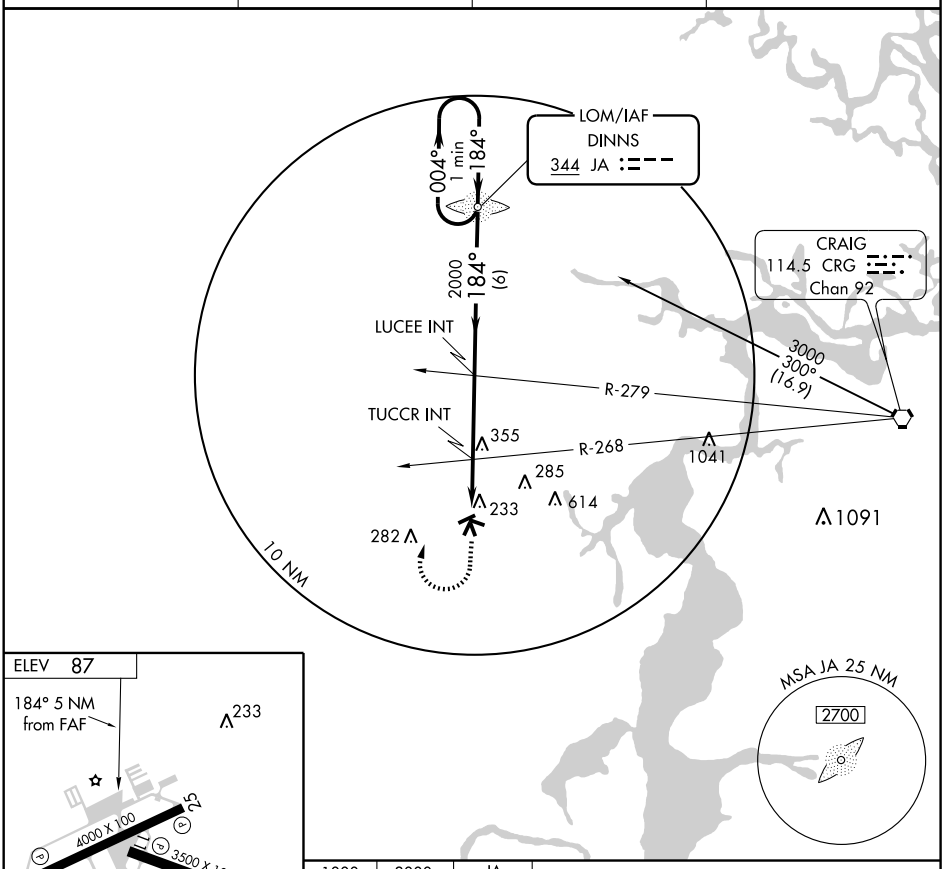
NDB-A

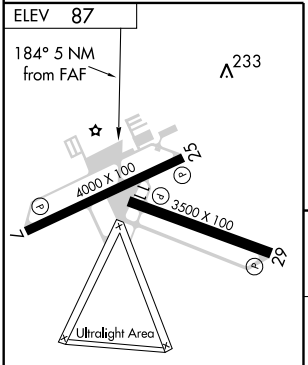
JACKSONVILLE/ HERLONG (HEG)

NA

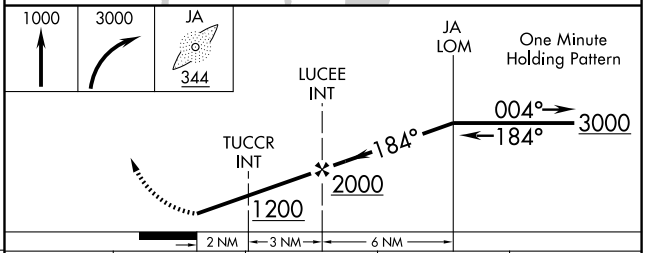
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF) L





REIL Rwys 7, 11 and 29
MIRL Rwys 7-25 and 11-29 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

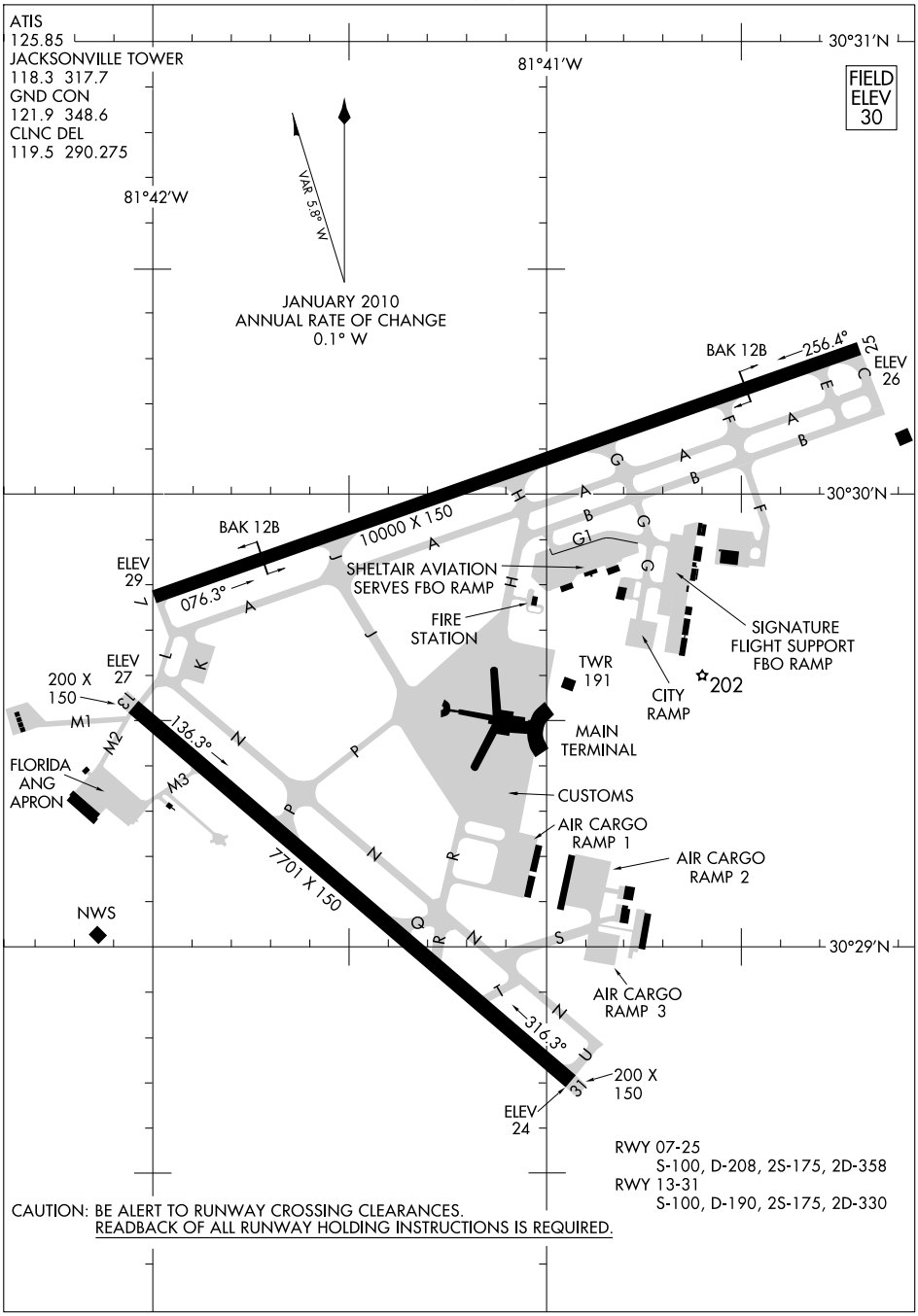
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



RWY 07-25
S-100, D-208, 2S-175, 2D-358
RWY 13-31
S-100, D-190, 2S-175, 2D-330

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE INTL (JAX) 9 N UTC−5(−4DT) N30°29.64′ W81°41.27′ **JACKSONVILLE**

30 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–8H, 12F, L–21D, 24G, A**

NOTAM FILE JAX **IAP, AD**

RWY 07–25: H10000X150 (CONC–GRVD) S–100, D–208, 2S–175, 2D–358 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4L).

RWY 25: MALSR. TDZL. PAPI(P4R).

RWY 13–31: H7701X150 (CONC–GRVD) S–100, D–190, 2S–175, 2D–330 HIRL CL

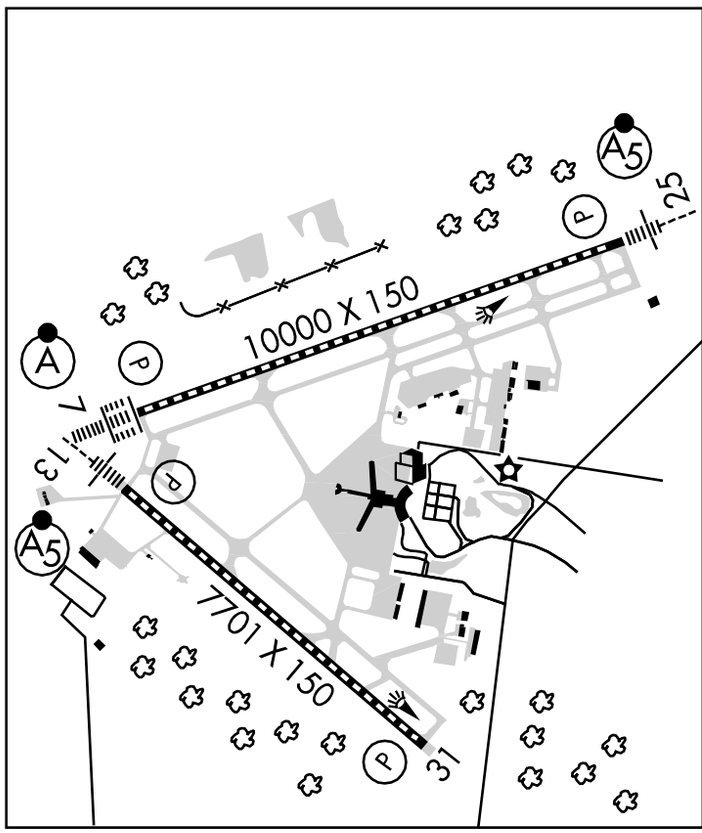
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.02°.

RWY 31: REIL. PAPI(P4L)—GA 3.05°. Tree.

ARRESTING GEAR/SYSTEM

RWY 07 BAK–14 BAK–12B(B) (1537′)

BAK–14 BAK–12B(B) (1613′) **RWY 25**



AIRPORT REMARKS: Attended continuously. Bird activity invof arpt, wildlife presently on afld. Radio controlled acft activity 3.5 NM NNW of arpt. Small portion of terminal ramp not visible from twr. Control twr unable to determine if ramp is clear. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 904–741–2020. Flight Notification Service (ADCUS) avbl. All intl general aviation arrivals ctc arpt ops at 904–741–2020 and ctc U.S. Customs and Servicing FBO for processing and instructions. Non–load bearing asphalt on west air carrier ramp between outer high mast lights and terminal. Acft required to maintain taxi ops over centerline on the air carrier ramp. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (904) 741–4304. LLWAS.

COMMUNICATIONS: D-ATIS 125.85 **UNICOM** 122.95

Ⓡ **APP/DEP CON** 127.0 119.0 (270°–090°) 123.8 (181°–269°) 124.9 (091°–180° 5000′ and blo) 118.0 (091°–180° abv 5000′) 121.3 (abv 6000′)

TOWER 118.3 **GND CON** 121.9 **CLINC DEL** 119.5

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ 318° 13.1 to fld. 40/03W. **HIWAS.**

DINNS NDB (HW/LOM) 344 JA N30°27.90′ W81°48.10′ 077° 6.2 NM to fld. NOTAM FILE JAX.

EASTPORT NDB (MHW) 357 EYA N30°25.42′ W81°36.56′ 319° 5.9 NM to fld. NOTAM FILE JAX.

ILS 110.7 I–JAX Rwy 07. Class IIIE. LOM DINNS NDB.

ILS 110.5 I–CZH Rwy 13. Class IB. Localizer back course unusable.

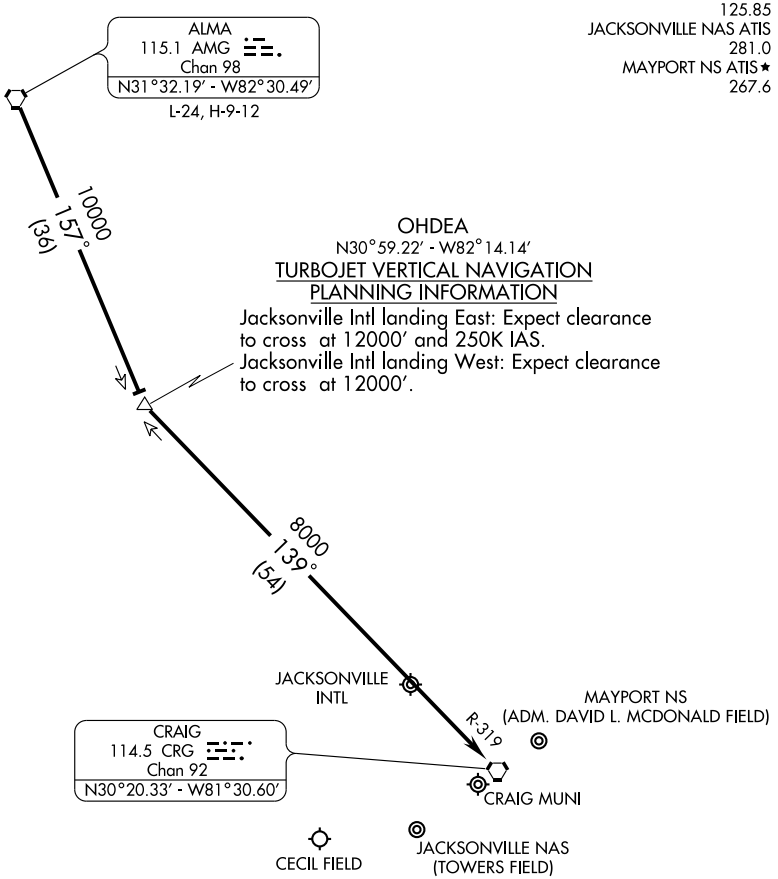
ILS 110.3 I–PEK Rwy 25. Class IA.

ASR

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

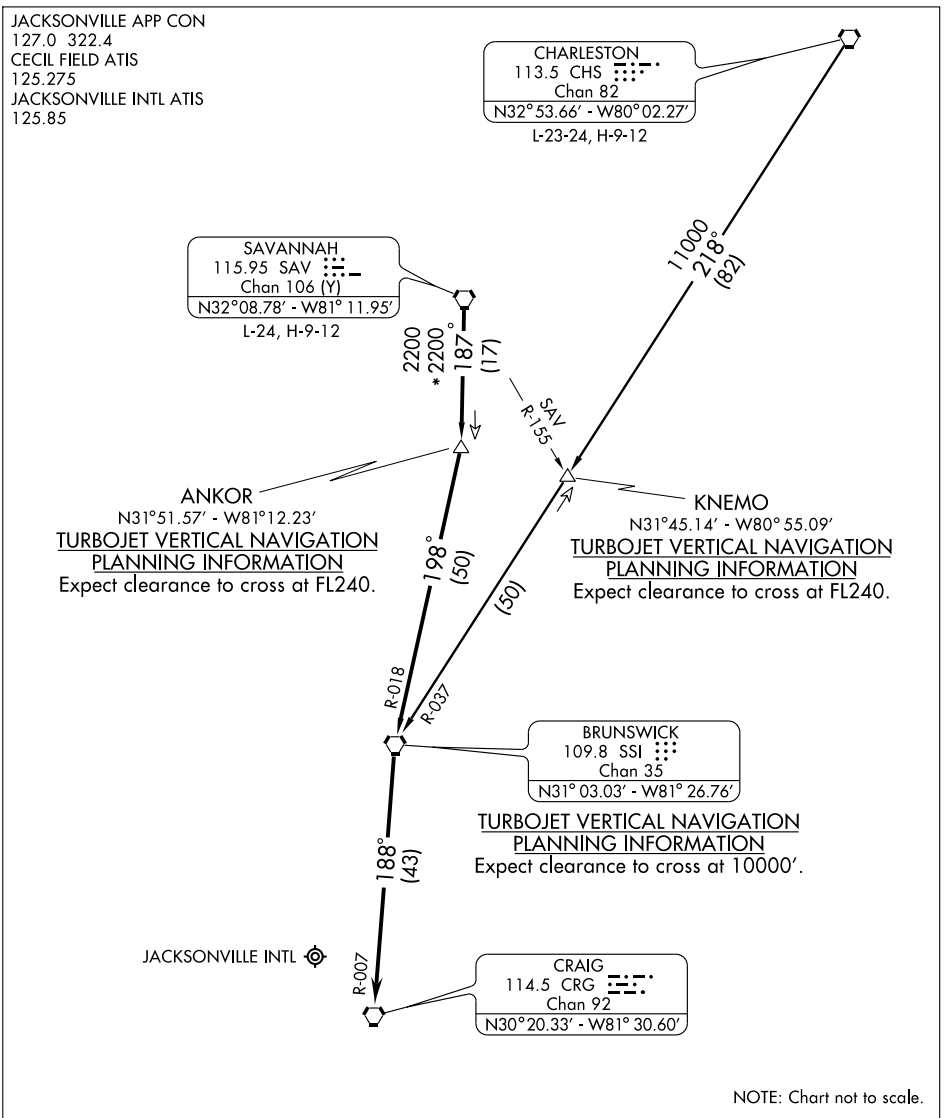
ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

BRUNSWICK THREE ARRIVAL (SSI.SSI3)

ST-5570 (FAA)

JACKSONVILLE INTL
JACKSONVILLE, FLORIDA



CHARLESTON TRANSITION (CHS.SSI3): From over CHS VORTAC via CHS R-218 and SSI R-037 to SSI VORTAC. Thence. . . .

SAVANNAH TRANSITION (SAV.SSI3): From over SAV VORTAC via SAV R-187 and SSI R-018 to SSI VORTAC. Thence. . . .

. . . .From over SSI VORTAC via SSI R-188 and CRG R-007 to CRG VORTAC. Expect radar vectors to final approach after SSI VORTAC.

SE-3, 23 SEP 2010 to 21 OCT 2010

HI-ILS RWY 7

LOC I-JAX	APCH CRS	Rwy ldg	10,000
110.7	074°	TDZE	30
		Arpt Elev	30

JAL-5570 [USAF]

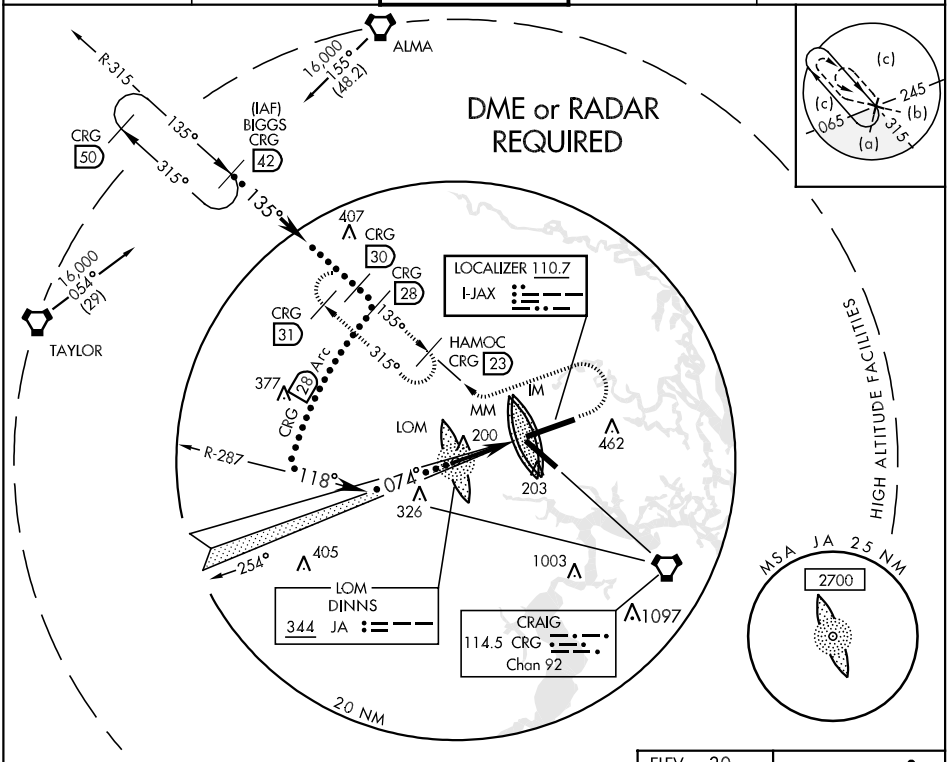
JACKSONVILLE INTL (KJAX)

▼ * When ALS inop, increase RVR to 4000. When MM inop, increase CAT E vis ¼ mile and increase DH 50 feet.
** When ALS inop, increase CAT E vis ½ mile.

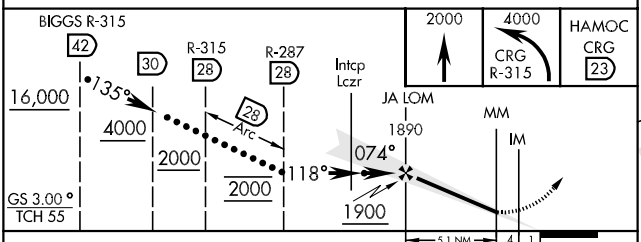
ALSF-2

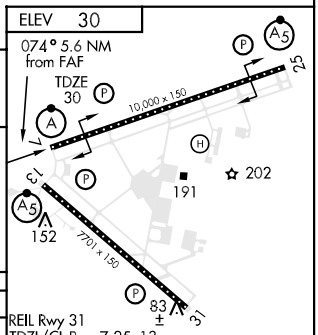
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-ILS 7 *	230/18 200 (200-½)	230/20 200 (200-½)	230/24 200 (200-½)
S-LOC 7 **	460/40 430 (500-¾)	460/50 430 (500-1)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 5.1 NM

Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

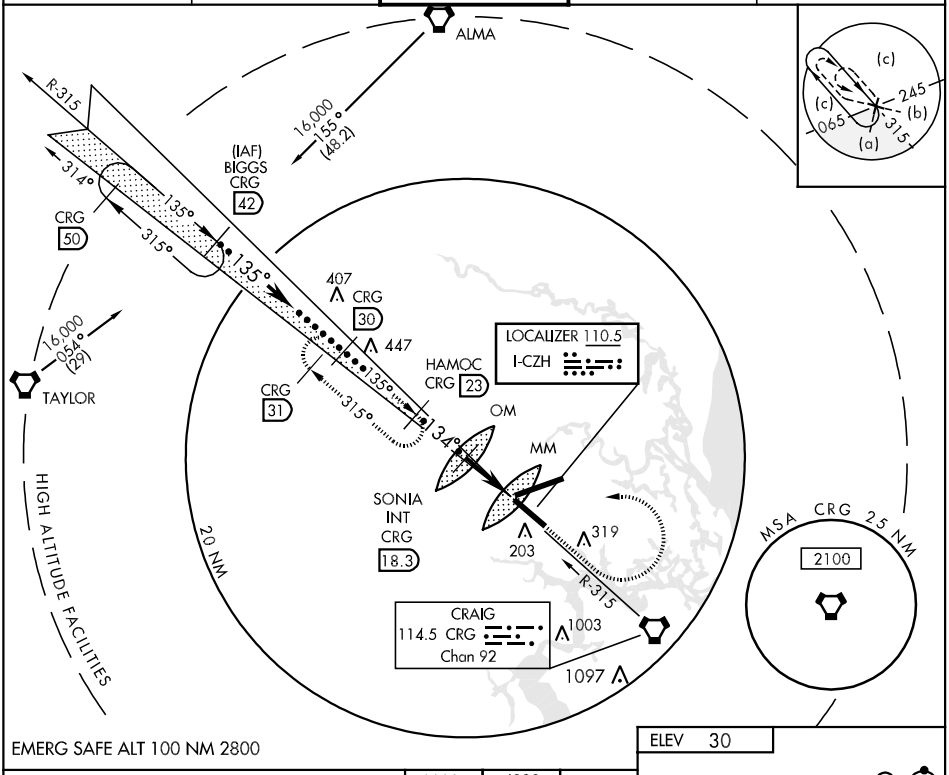
HI-ILS RWY 13

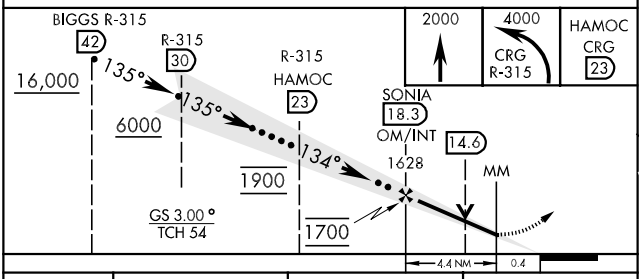
LOC I-CZH	APCH CRS	Rwy ldg 7701 TDZE 27 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.5	134°			

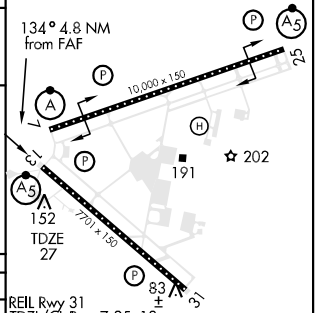
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	C	D	E
S-ILS 13	227-½ 200 (200-½)		
S-LOC 13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PEK	APCH CRS	Rwy ldg 10,000 / TDZE 27 / Arpt Elev 30
110.3	254°	JAL-5570 [USAF]

JACKSONVILLE INTL (KJAX)

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

ALMA
16,000
155° (48.2)
R-315
(IAF) BIGGS CRG 42
CRG 50
135°
315°
CRG 30
CRG 23 Arc
R-342
LR-015
R-020
200°
CRG 23
TAYLOR
16,000
054° (29)
CRG 31
HAMOC CRG 23
DALTN OM/INT
254°
074°
280
279
462
R-342
LOCALIZER 110.3
I-PEK
1003
CRAIG
114.5 CRG
Chan 92
20 NM
HIGH ALTITUDE FACILITIES
M.S.A CRG 25 NM
2100

(c) (c) (b) (a) 245 315 065

EMERG SAFE ALT 100 NM 2800 FROM CRG VORTAC

1200 | 4000 CRG R-315 | HAMOC CRG 23

BIGGS CRG R-315 42 — CRG 30 — HAMOC CRG 23 R-315 — CRG R-342 23 Arc — CRG 23 R-020

135° 15,000 6000 4000 4000 2000 200

DALTN OM/INT CRG R-342 14.19 Intcp Lczr 254° 1600 2000

GS 3.00° TCH 55

0.5 — 3.6 NM

ELEV 30

254° 4.1 NM from FAF

10,000 x 150 7 25 TDZE 27 H 191 202 13 152 7001 x 150 31 83 ±

REIL Rwy 31
TDZL/CL Rwy 7-25, 13
HIRL Rwy 7-25, 13-31

CATEGORY	C	D	E
S-ILS 25	227/24 200 (200-½)		
S-LOC 25	400/24 373 (400-½)	400/40 373 (400-¾)	400/50 373 (400-1)
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 3.6 NM

Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

SE-3, 23 SEP 2010 to 21 OCT 2010

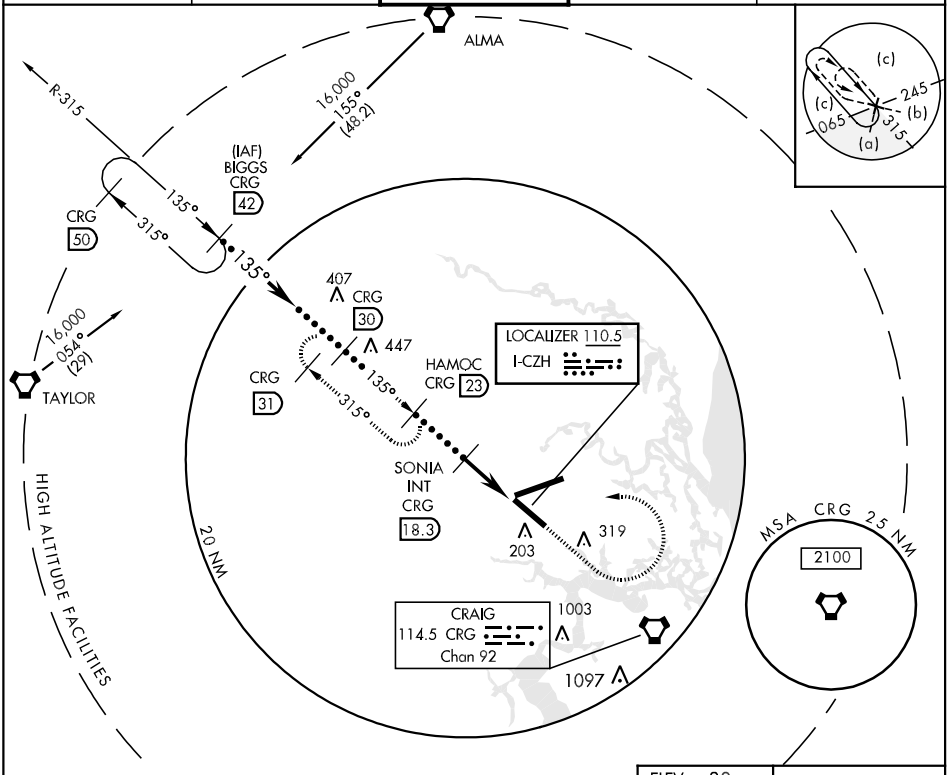
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN	APCH CRS	Rwy Idg	7701	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
CRG Chan 92	135°	TDZE	27		
		Arpt Elev	30		

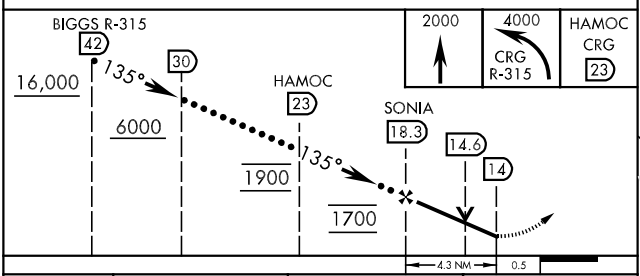
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

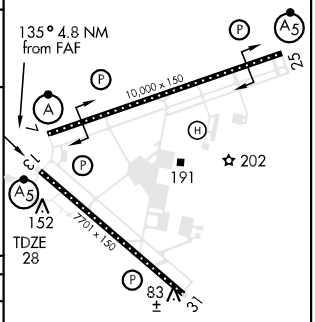
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



EMERG SAFE ALT 100 NM 2800



ELEV 30



CATEGORY	C	D	E
S-13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

REIL Rwy 31
TDZL/CL Rwy 7-25, 13
HIRL Rwy 7-25, 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PEK	APP CRS	Rwy Idg	10000
110.3	254°	TDZE	27
		Apt Elev	30

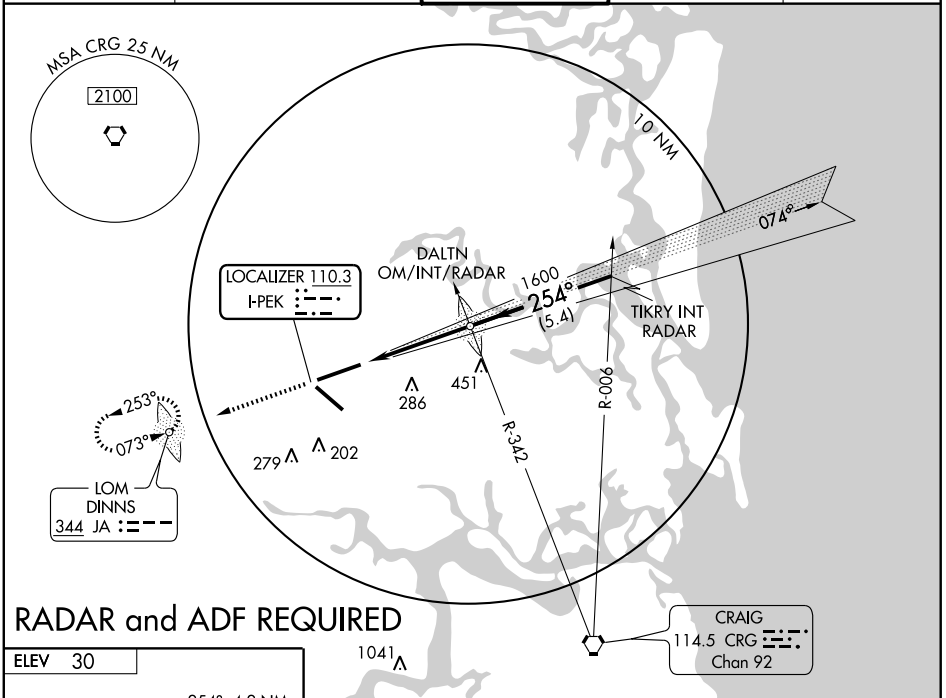
ILS or LOC RWY 25
JACKSONVILLE INTL (JAX)

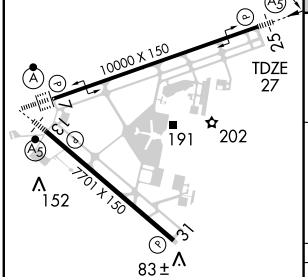
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

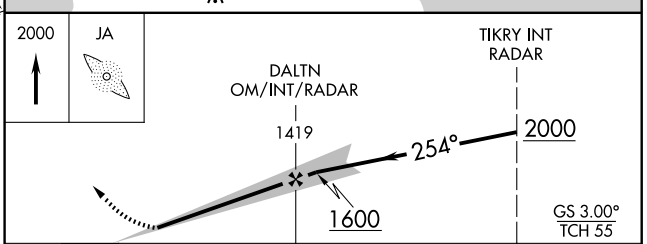
MALSR

MISSED APPROACH: Climb to 2000 direct DINNS LOM and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 25	* 227/24 200 (200-½)			
S-LOC 25	400/24 373 (400-½)			400/40 373 (400-¾)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7
JACKSONVILLE INTL (JAX)

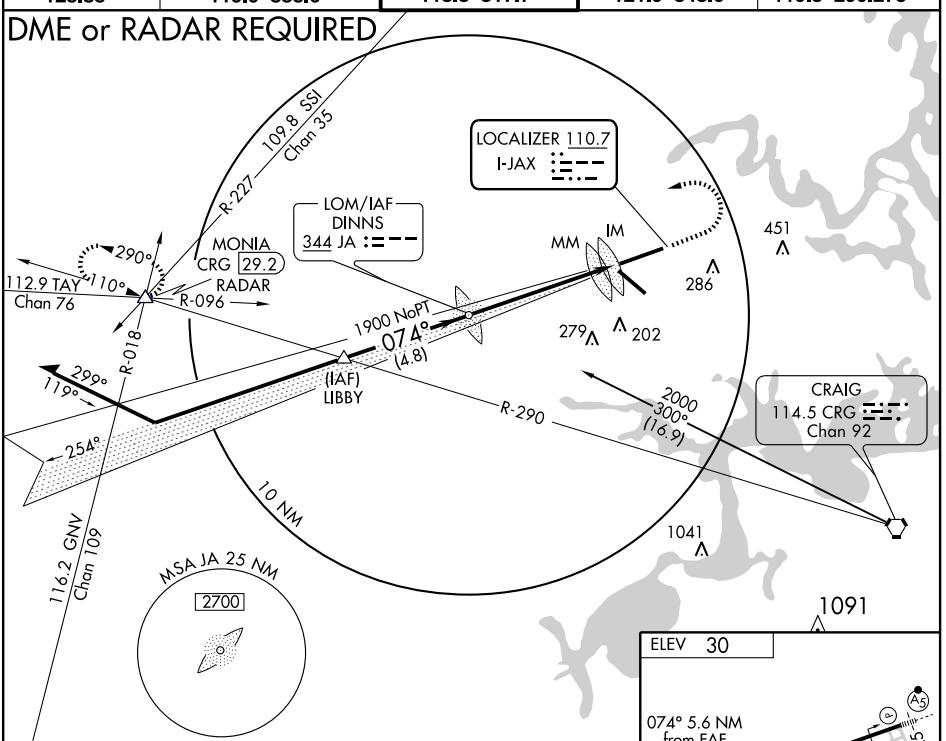
For inoperative ALSF, increase S-ILS visibility to RVR 4000 Cat. E and S-LOC visibility to RVR 6000 Cat. E. For inoperative TDZL or RCLS, increase S-ILS visibility to RVR 2400 Cat. E. For inoperative RVR increase S-ILS visibility to ½ mile.

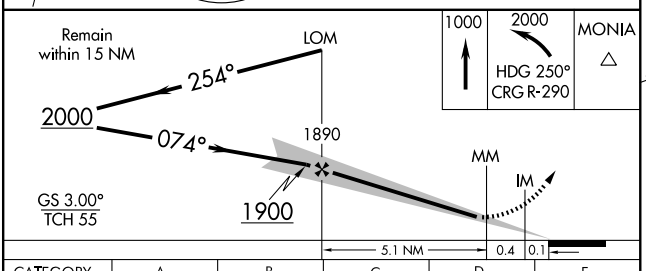
ALSF-2

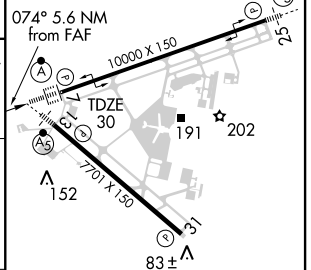
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 7	230/18 200 (200-½)				
S-LOC 7	380/24 350 (400-½)			380/40 350 (400-¾)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

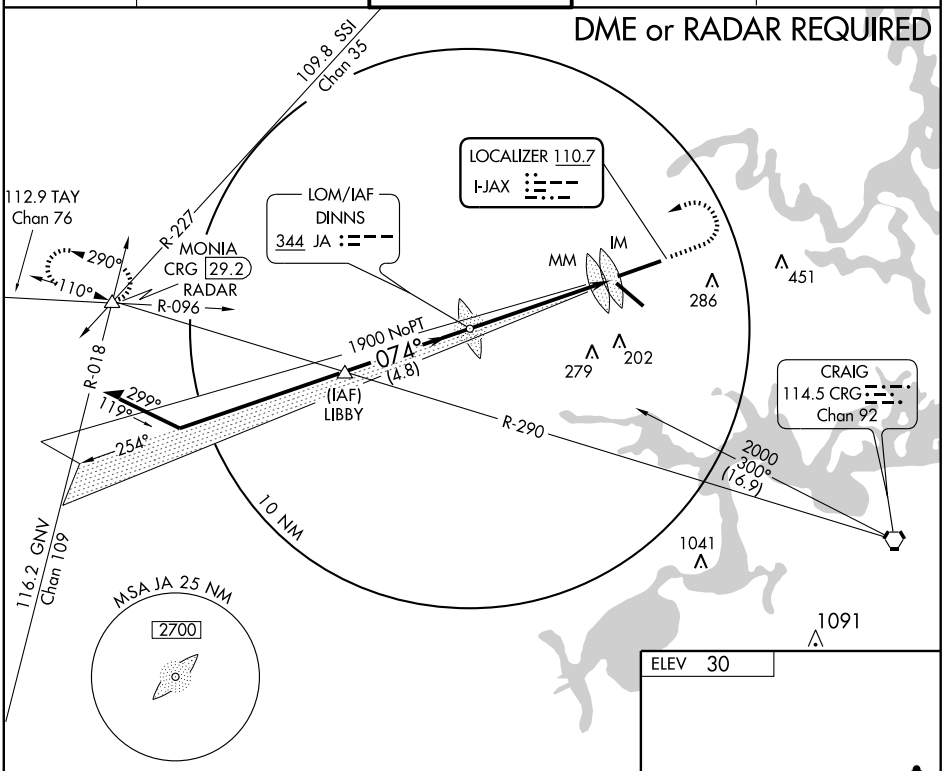
ILS RWY 7 (CAT II)
JACKSONVILLE INTL (JAX)

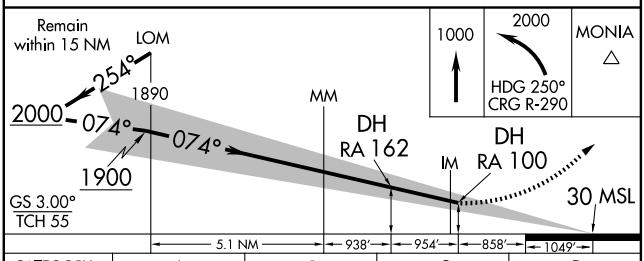
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

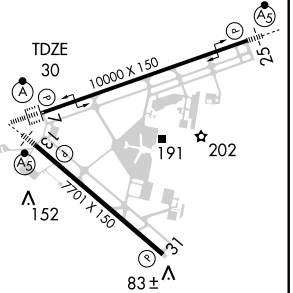
DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 7		RA 162/16 150	DA 180	
S-ILS 7		RA 100/12 100	DA 130	

ELEV 30



REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT III)
JACKSONVILLE INTL (JAX)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
R-227
112.9 TAY Chan 76
MONIA CRG 29.2 RADAR
290°
110°
R-096
R-018
LOM/IAF DINNS 344 JA
LOCALIZER 110.7 I-JAX
MM
IM
451
286
279
202
1900 NoPT
074°
(4.8)
299°
119°
254°
(IAF) LIBBY
R-290
2000
300°
(16.9)
CRAIG 114.5 CRG Chan 92
10 NM
MSA JA 25 NM
2700
116.2 GNV Chan 109
1041
1091

ELEV 30

Remain within 15 NM
LOM
254°
2000
1890
074°
1900
MM
229
IM
130
GS 3.00°
TCH 55
30 MSL
5.1 NM
1882'
868'
1049'

1000	2000	MONIA
	HDG 250° CRG R-290	

TDZE 30
10000 X 150
25
191
202
152
7701 X 150
31
83±

CATEGORY	A	B	C	D
S-ILS 7	CAT III a	RVR 07		
S-ILS 7	CAT III b	RVR 06		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

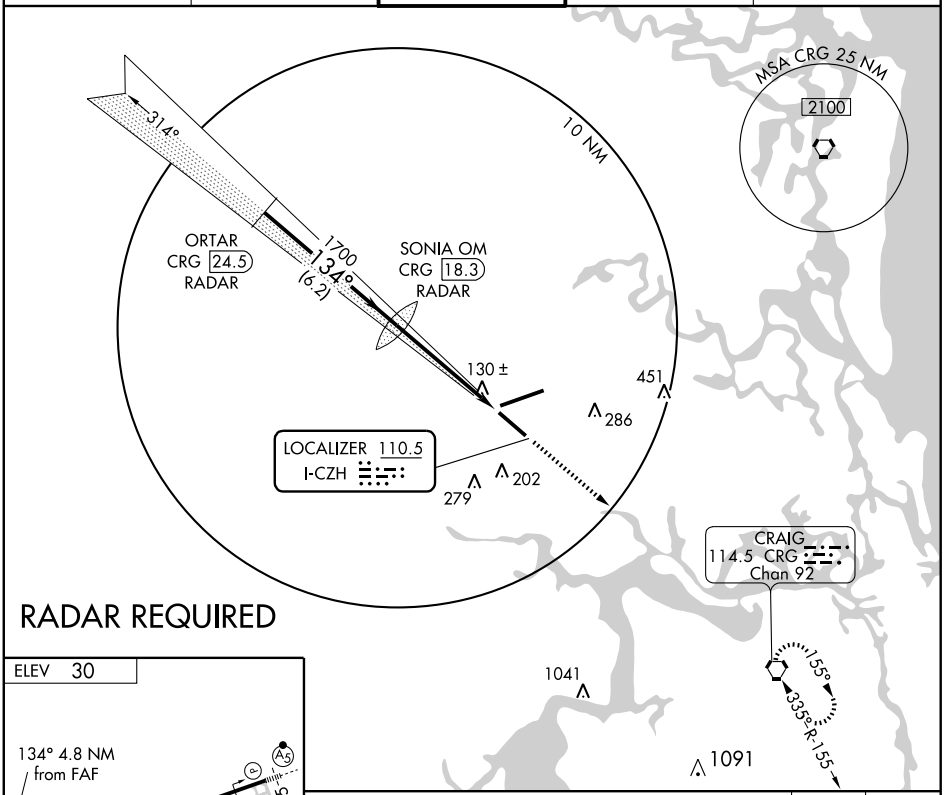
LOC I-CZH	APP CRS	Rwy Idg	7701
110.5	134°	TDZE	27
		Apt Elev	30

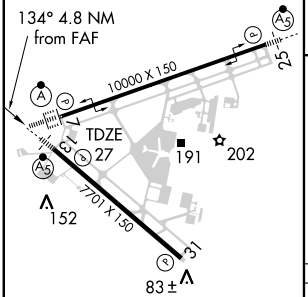
ILS RWY 13
JACKSONVILLE INTL (JAX)

MALSR

MISSED APPROACH: Climb to 2000 direct CRG VORTAC and hold.

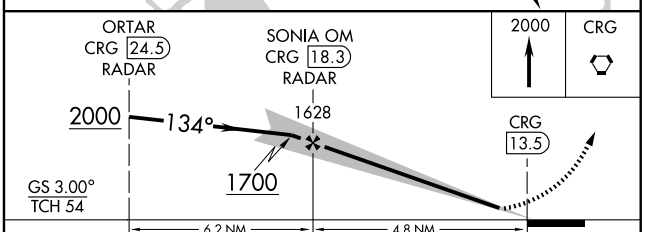
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

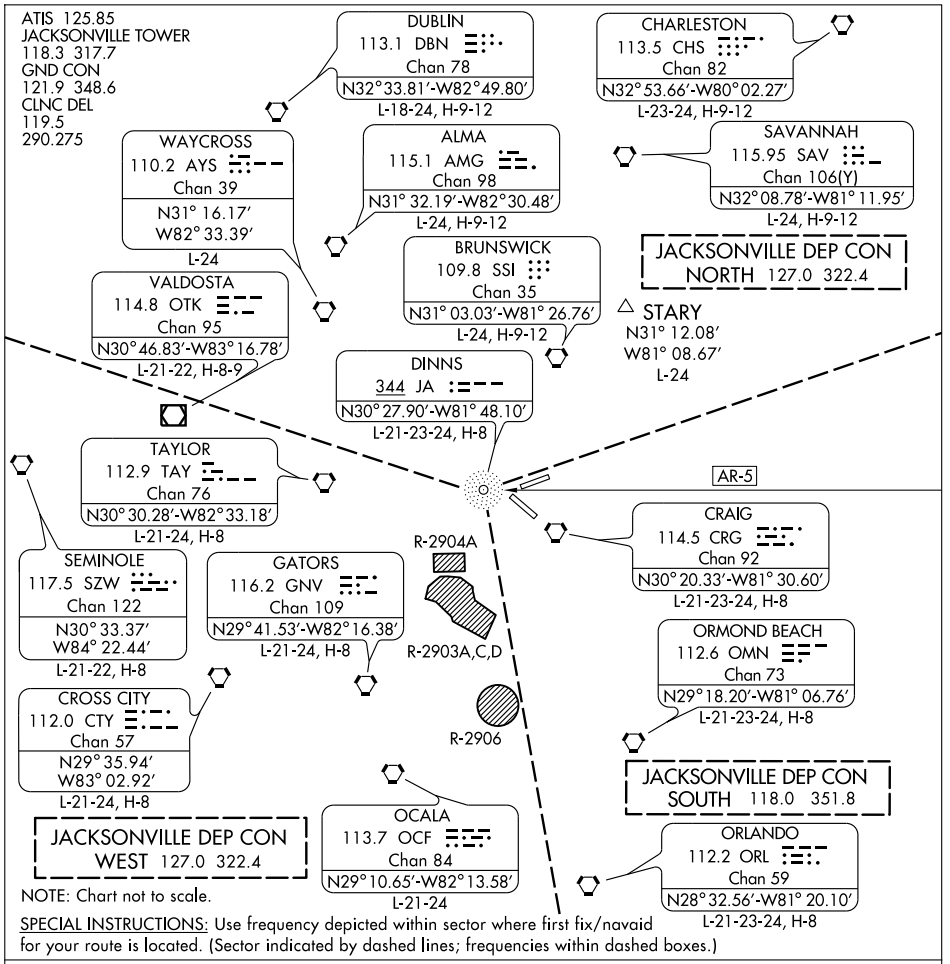
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 13	227-½ 200 (200-½)			
S-LOC 13	380-½ 353 (400-½)			380-1 353 (400-1)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE FOUR DEPARTURE



SPECIAL INSTRUCTIONS: Use frequency depicted within sector where first fix/navaid for your route is located. (Sector indicated by dashed lines; frequencies within dashed boxes.)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL TAKE-OFF INSTRUCTIONS:

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 7/13: Departing south departure control area, fly heading 130° or as assigned. Departure frequency 118.0/351.8.

RUNWAYS 25/31: Departing north departure control area, fly heading 310° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.

JACKSONVILLE FOUR DEPARTURE
(JAX4.JAX) 07354
JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOM JA	APP CRS	Rwy Idg	10000
344	073°	TDZE	30
		Apt Elev	30

NDB RWY 7
JACKSONVILLE INTL (JAX)

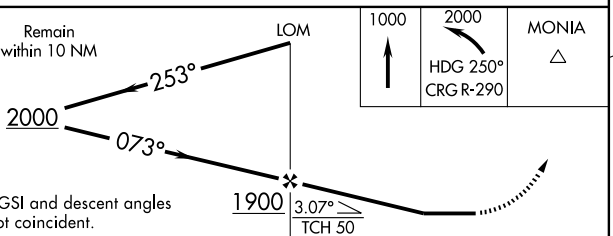
ALSF-2

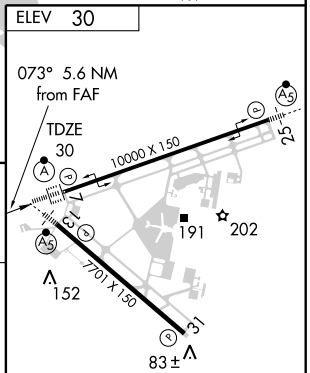
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
112.9 TAY Chan 76
R-227
290°
110°
R-096
LOM/IAF
DINNS
344 JA
139±
IM
MM
451
286
2000 NoPT
097°
(12.8)
279
202
CRAIG
114.5 CRG
Chan 92
(IAF)
MONIA
CRG 29.2
RADAR
298°
118°
253°
073°
2000
300°
(16.9)
R-290
R-018
116.2 GNV Chan 109
10 NM
1041
1091
MSA JA 25 NM
2700





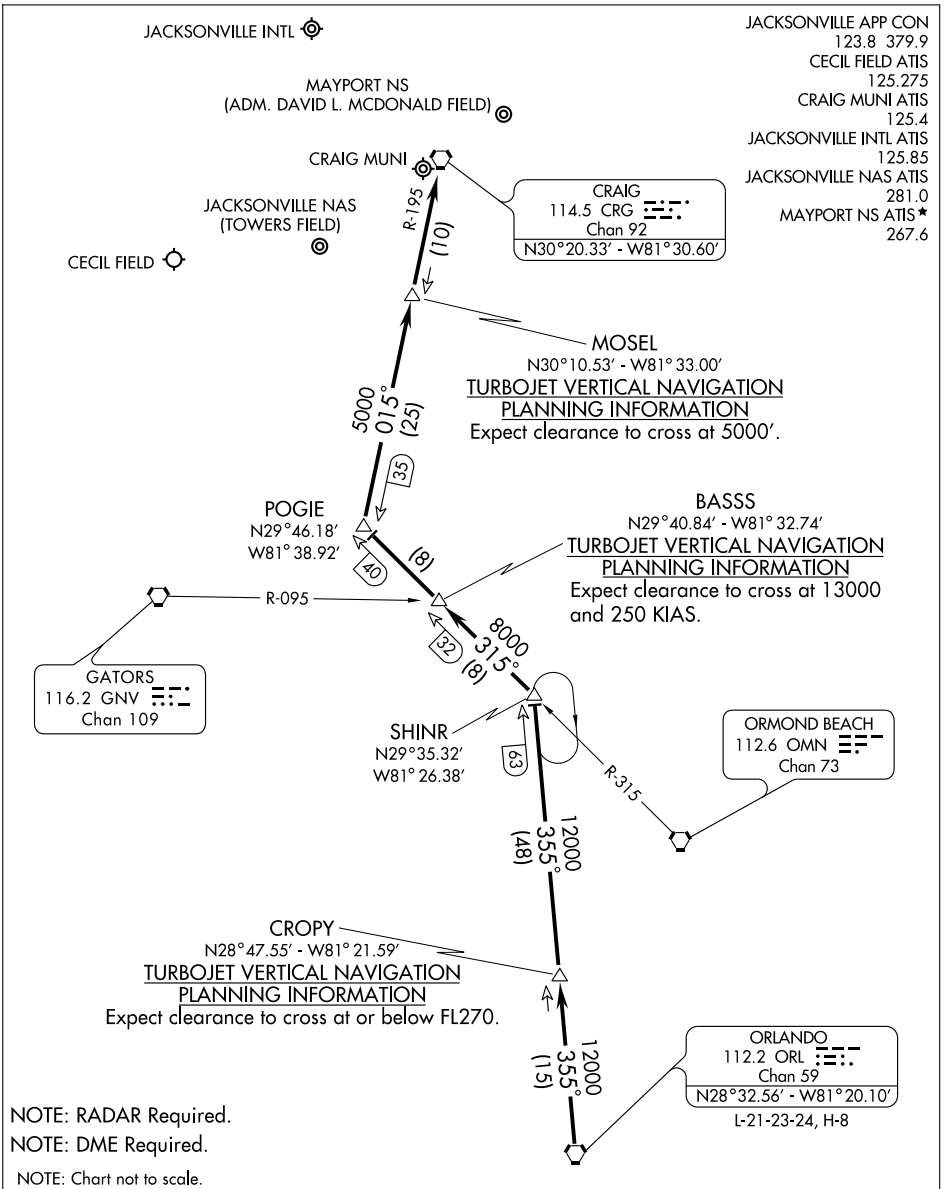
REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

CATEGORY	A	B	C	D
S-7	520/40 490 (500-¾)			520/60 490 (500-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1) JACKSONVILLE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

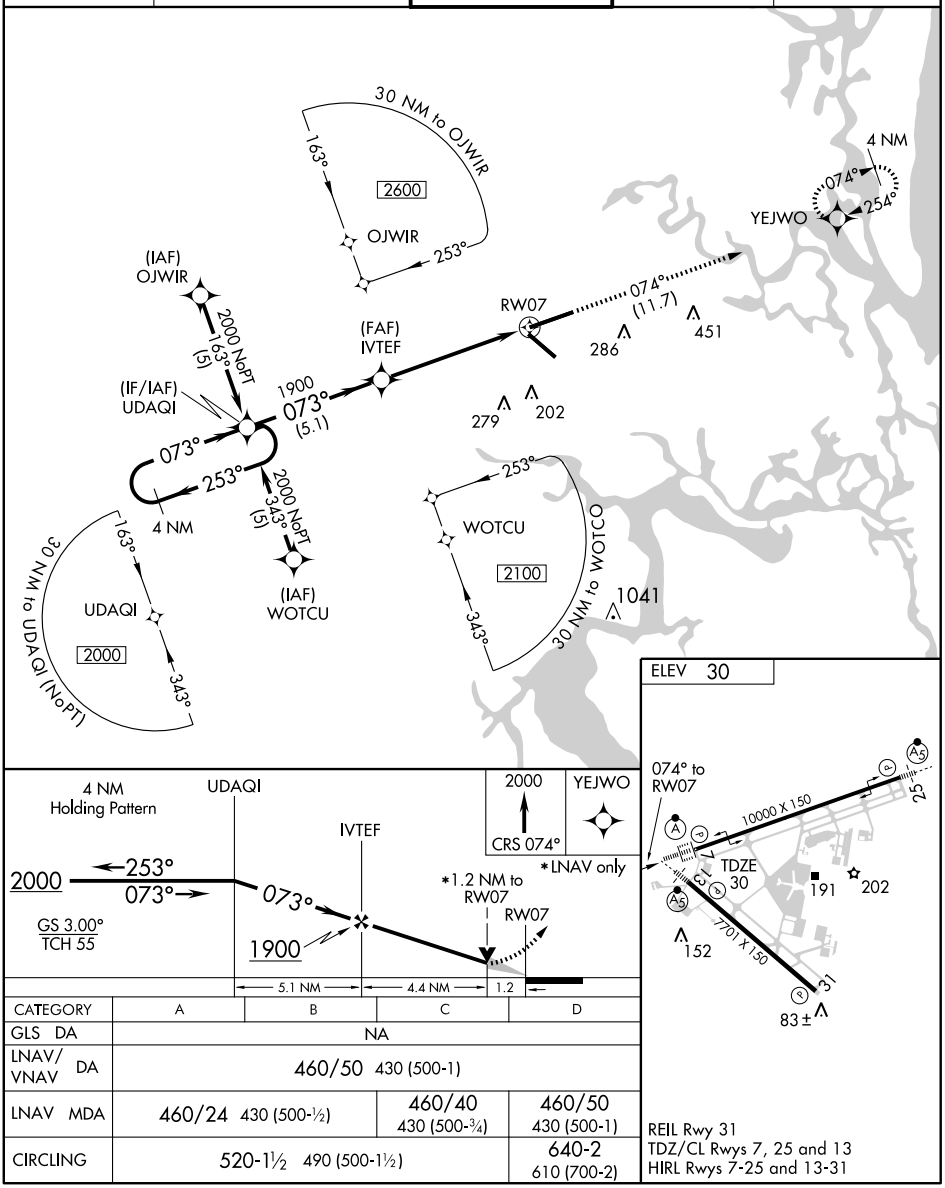
APP CRS	Rwy ldg	10000
073°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 7

JACKSONVILLE INTL (JAX)

Baro-VNAV NA below -15° C (5° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	ALSF-2	MISSED APPROACH: Climb to 2000 via 074° course to YEJWO WP and hold.	

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460/50 430 (500-1)			
LNAV MDA	460/24 430 (500-½)		460/40 430 (500-¾)	460/50 430 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	7701
133°	TDZE	27
	Apt Elev	30

RNAV (GPS) RWY 13

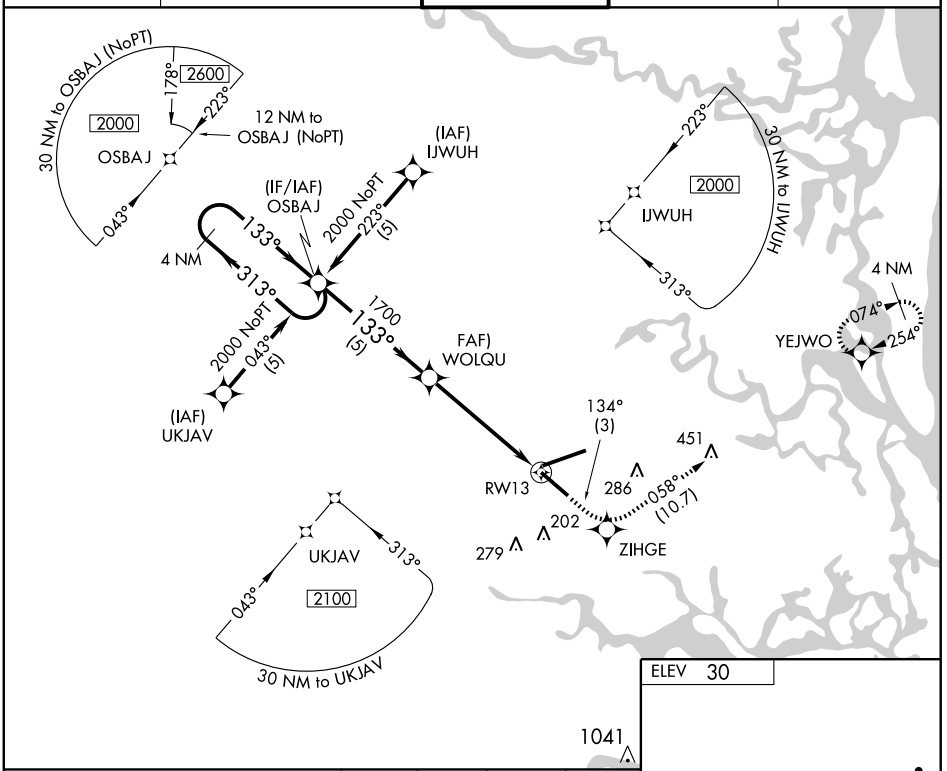
JACKSONVILLE INTL (JAX)

NA — Baro-VNAV NA below -15° C (5° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

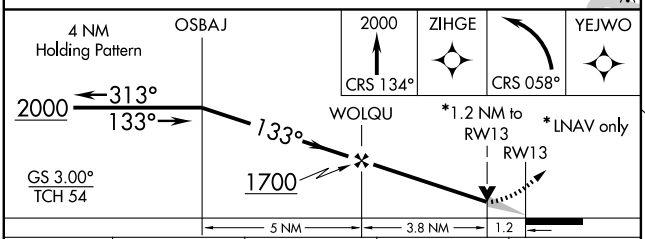
MALSR

MISSED APPROACH: Climb to 2000 via course 134° to ZIHGE WP then left turn via course 058° to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

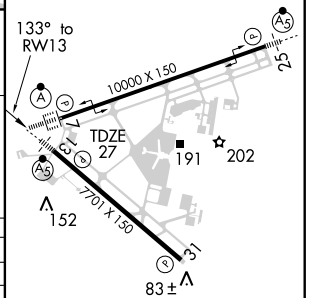


1041



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460-1 433 (500-1)			
LNAV MDA	460-½ 433 (500-½)		460-¾ 433 (500-¾)	460-1 433 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

ELEV 30



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	10000
254°	TDZE	27
	Apt Elev	30

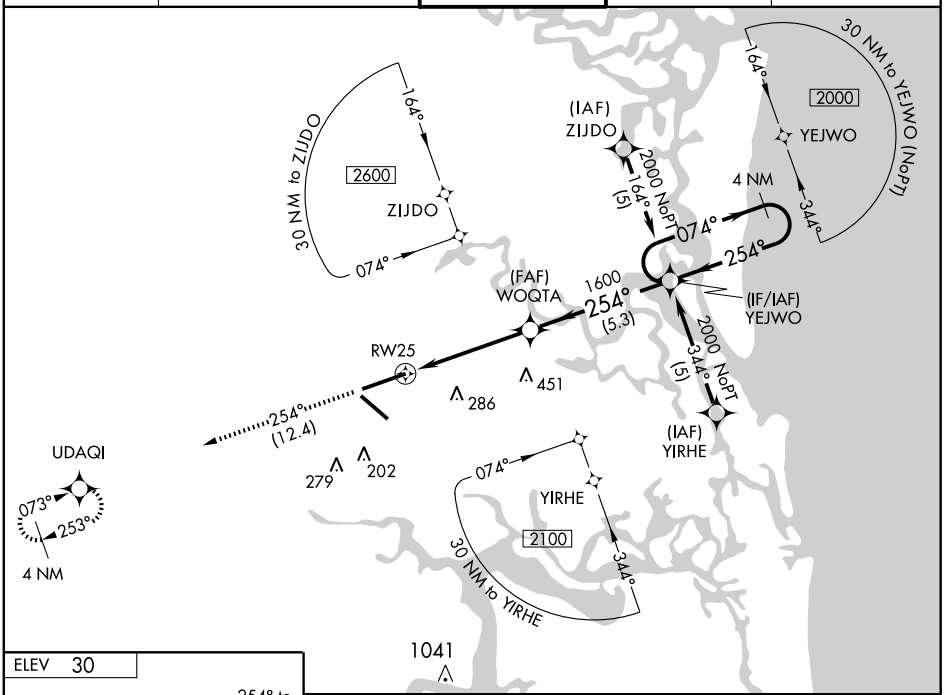
RNAV (GPS) RWY 25
JACKSONVILLE INTL (JAX)

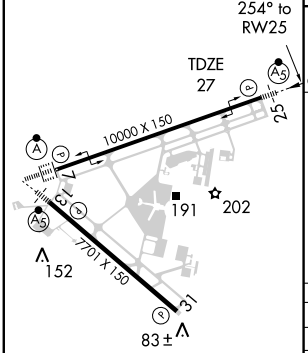
For inoperative MALSR increase all LNAV/VNAV visibilities to RVR 6000. Baro-VNAV NA below -15° C (5° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

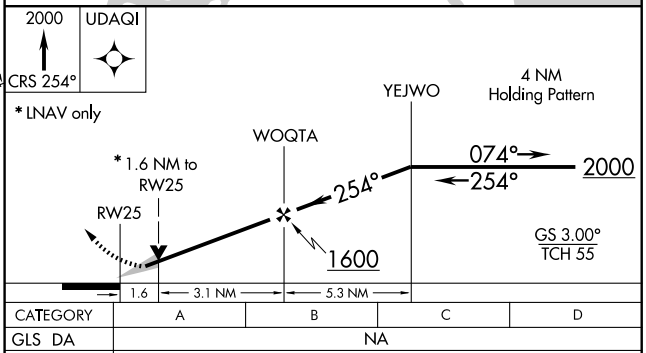
MALSR

MISSED APPROACH: Climb to 2000 via 254° course to UDAQI WP and hold

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	380/40 353 (400-¾)			
LNAV MDA	600/24 573 (600-½)		600/50 573 (600-1)	600/60 573 (600-1¼)
CIRCLING	600-1¼ 570 (600-1¼)		600-1½ 570 (600-1½)	640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

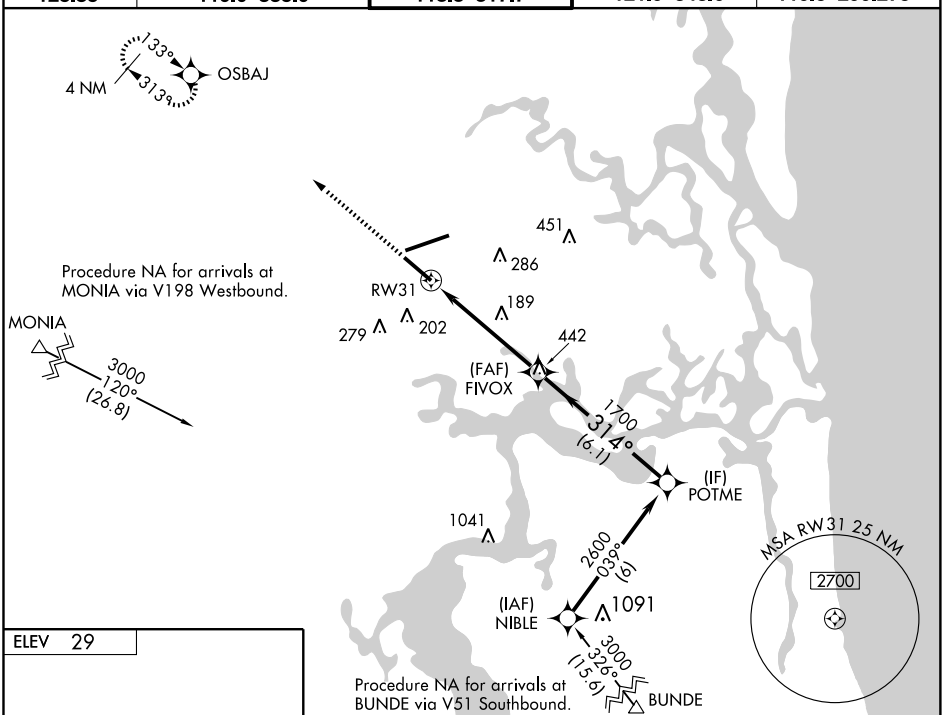
WAAS	APP CRS	Rwy Idg	7701
CH 40199	314°	TDZE	24
W31A		Apt Elev	29

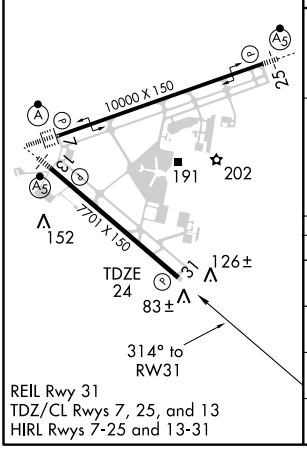
RNAV (GPS) RWY 31
JACKSONVILLE INTL (JAX)

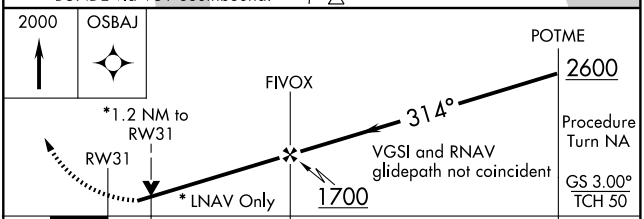
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
VDP and Baro-VNAV NA when using Craig Muni altimeter setting.
If local altimeter setting not received, use Craig Muni altimeter setting and increase LPV DA to 368 feet, LNAV/VNAV DA to 424 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





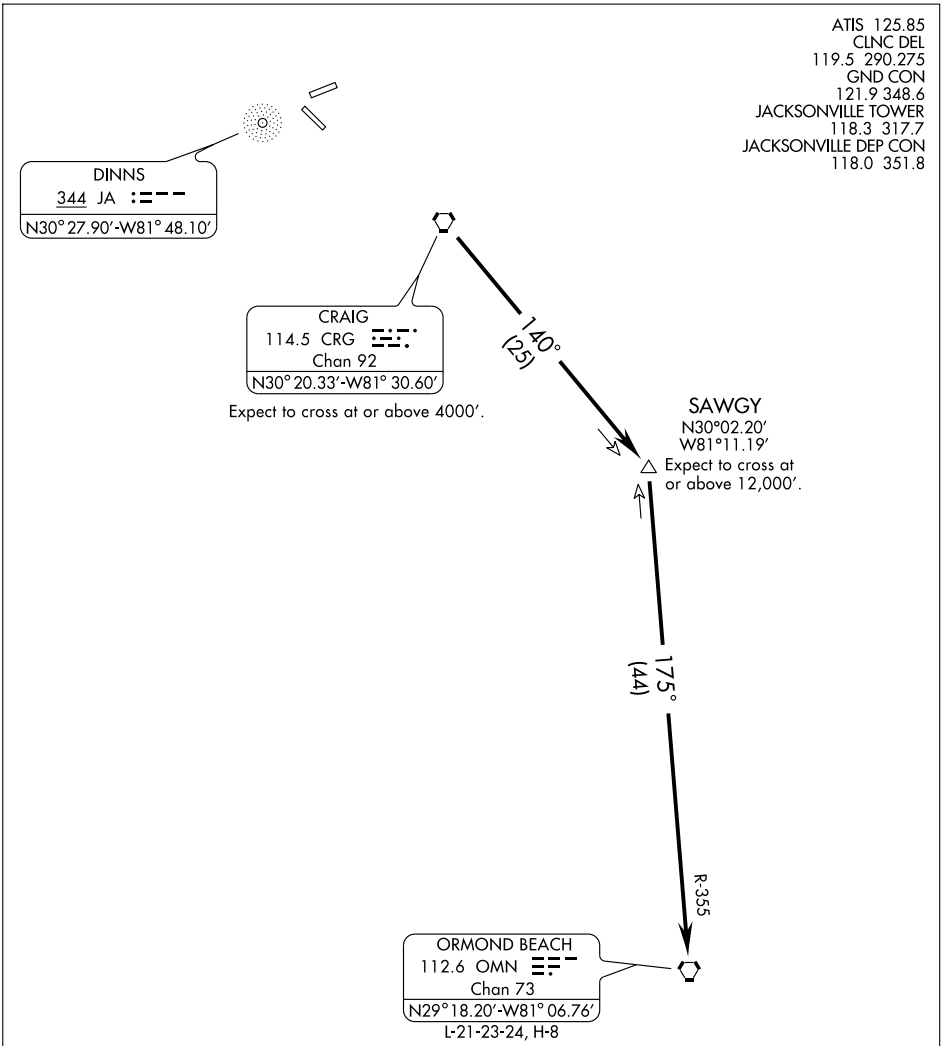


CATEGORY	A	B	C	D
LPV DA	336-1 312 (400-1)			
LNAV/VNAV DA	392-1¼ 368 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		520-1½ 491 (500-1½)	620-2 591 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SAWGY ONE DEPARTURE

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

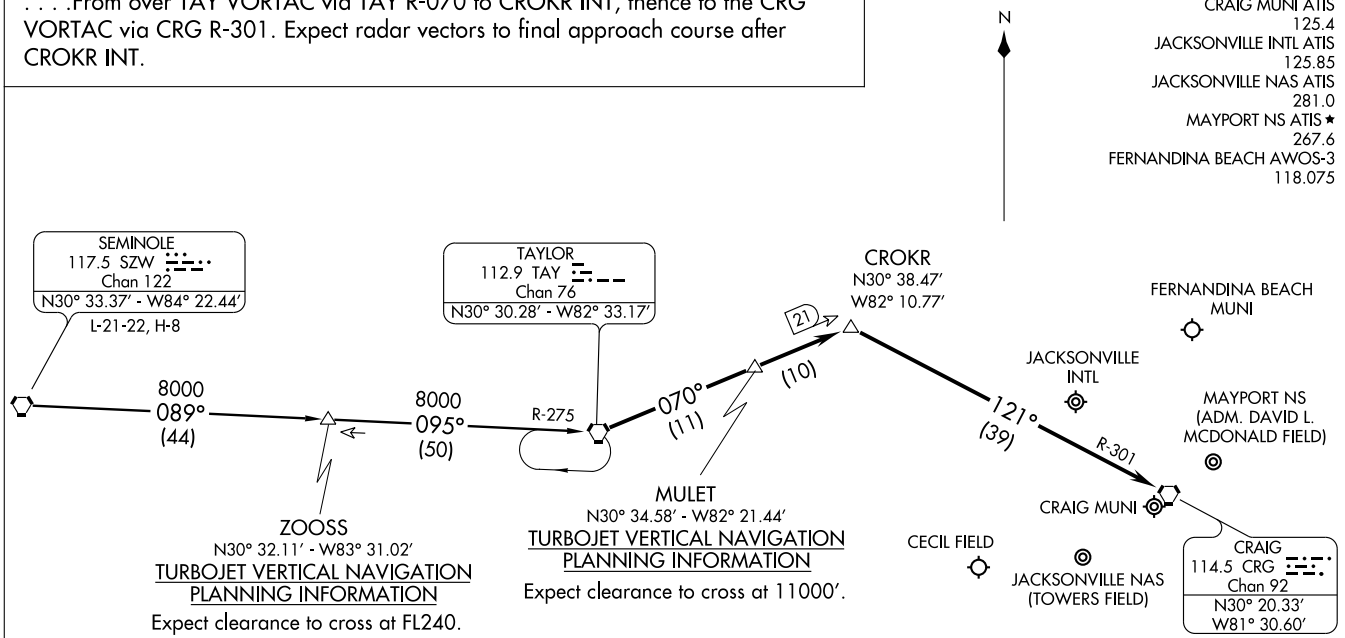
All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN VORTAC.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

VORTAC CRG	APP CRS	Rwy Idg	7701
114.5	316°	TDZE	24
Chan 92		Apt Elev	29

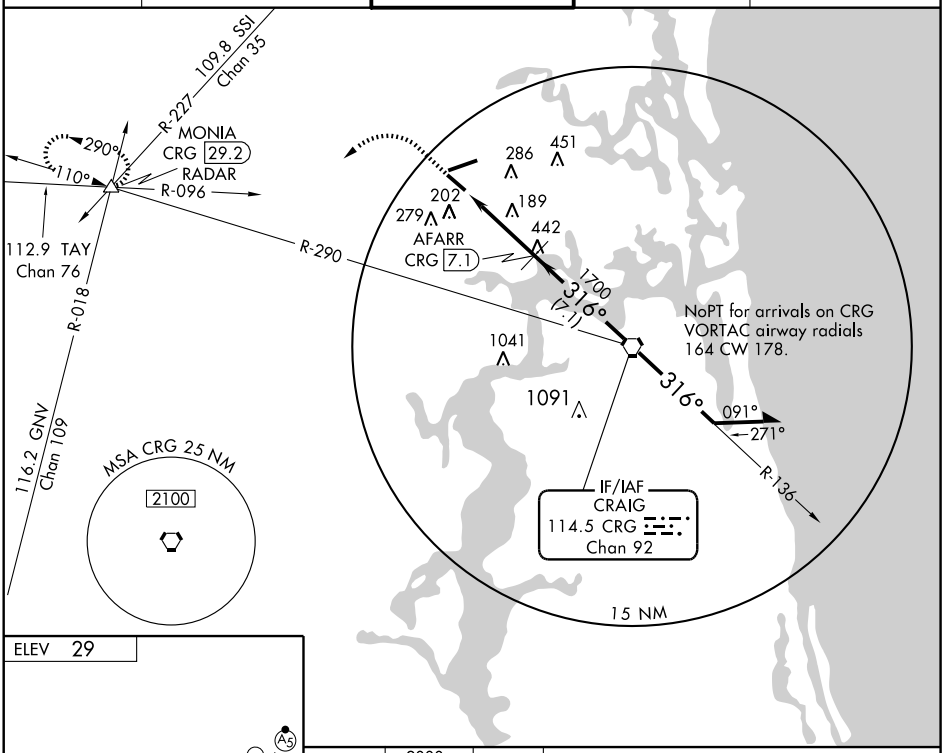
VOR/DME RWY 31

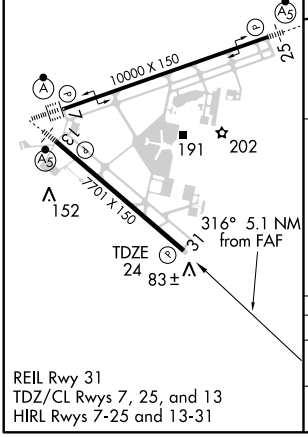
JACKSONVILLE INTL (JAX)

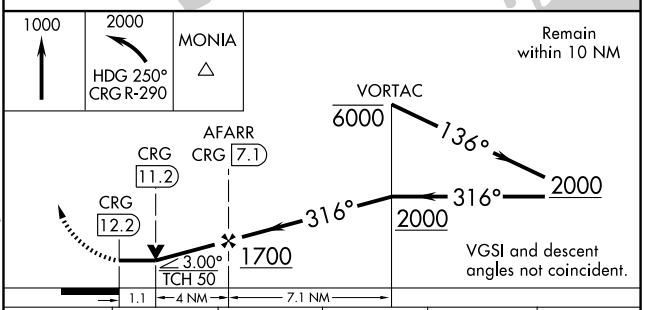
Visibility reduction by helicopters NA. Cat. E procedure turn not authorized.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG VORTAC R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



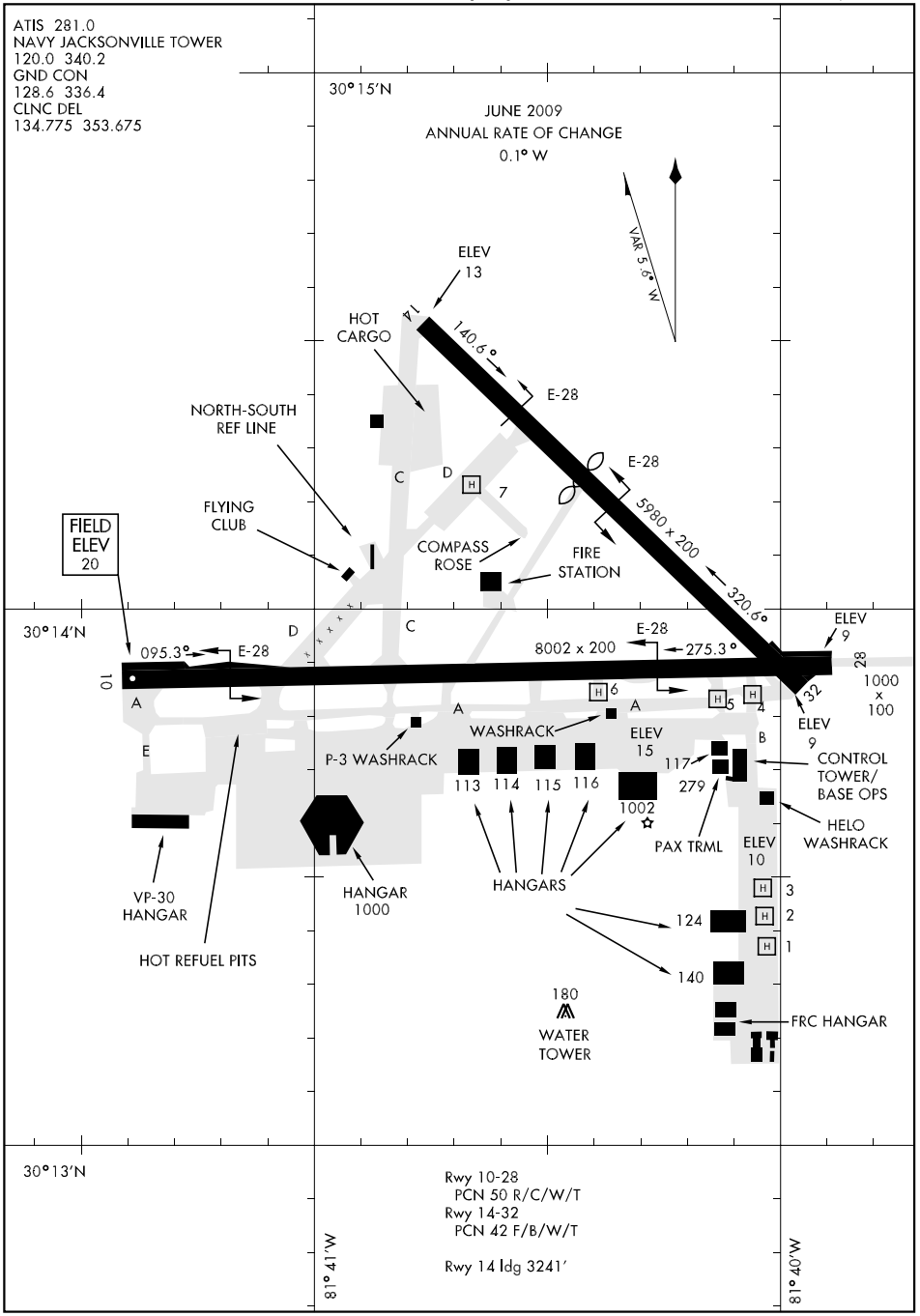




CATEGORY	A	B	C	D	E
S-31	440-1 416 (500-1)		440-1¼ 416 (500-1¼)		440-1½ 416 (500-1½)
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	620-2 591 (600-2)	820-2¾ 791 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE NAS (TOWERS FLD) (NIP)(KNIP) N 4 S UTC−5(−4DT) **JACKSONVILLE**
N30°14.03′ W81°40.50′ **H–8H, 12F, L–21D, 24G, A**
21 B NOTAM FILE JAX Not insp. **DIAP, AD**
RWY 10–28: H8002X200 (ASPH) PCN 50 R/C/W/T HIRL CL
RWY 10: ALSF1. OLS. REIL. PAPI(P4L). WAVE–OFF. **RWY 28:** ALSF1. OLS. REIL. PAPI(P4L). WAVE–OFF.
RWY 14–32: H5980X200 (ASPH) PCN 42 F/B/W/T HIRL
RWY 14: Thld dsplcd 2739′. **RWY 32:** OLS. REIL. WAVE–OFF.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: LDA–3241
RWY 32: TORA–3241 LDA–3241
ARRESTING GEAR/SYSTEM
RWY 10 HOOK E28(B) (1190′) HOOK E28(B) (1990′) **RWY 28**
RWY 14 HOOK E28 (2984′)
MILITARY SERVICE: A–GEAR Rwy 10–28 15 minute notice for short fld arrestment. Rwy 32 abort end A–GEAR located 4,751′ from apch end. **JASU** 1(NCPP–105) 2(NC–8) **FUEL** J5 **FLUID** SP LHOX LOX—Rrq 48 hr notice. Ctc fuels division for LOX svc, DSN 942–3906, C904–542–3906, Mon–Fri 1300–1930Z‡. Ctc Base OPS for LOX svc after hrs, weekends, and holidays DSN 942–2511, C904–541–2511. **TRAN ALERT** Limited transient maintenance, svc and space avbl. Acft stairs and lavatory svc avbl 1100–0200Z‡ daily with 24 hr notice. Ctc Base OPS after hrs for acft stairs or lavatory svc DSN 942–2511, C904–542–2511. Transient aircraft desiring oil samples should contact the Naval Oil Analysis Lab at DSN 942–4031, C904–542–4031. Non–tenant aircraft desiring hot refueling are required to be sponsored by a local squadron.
MILITARY REMARKS: RSTD Opr 24 hrs exc hol. Ctc Base Ops DSN 942–2511, C904–542–2511 for hol closure. Transient jet acft VFR touch and go not authorized. All acft, ctc Base OPS 310.2, 134.775 15 min prior to ldg. Rwy 10–28 CLOSED 1000–1230Z‡ for centerline lgt maintenance. Rwy 14 avbl for arrival fixed wing Category A and rotary wing aircraft. Rwy 14 not avbl for ldg between SS and SR. Afld clsd 2nd Wed of each month for afld maintenance from 1230–1400Z‡. Afld clsd 2nd Wed in Jan, Apr, Jul, and Oct for FOD walkdown from 1230–1400Z‡. Twy D clsd between flying club and Rwy 10–28. PPR for all aircraft with the exception of locally based, JOSAC, NALO and AIREVAC aircraft. Contact Base Operations, DSN 942–2511, C904–542–2511, 48 hrs prior to arrival for PPR number. Hung ordnance/Divert Alert–Limited. Limited organic weapons handing capability. **CAUTION** To preclude tail hook skip during A–GEAR engagement, avoid Rwy 10–28 centerline lgts located 18 inches south of rwy centerline. Maximum safe off–centerline arrestment 40′. Helicopter ldg spots located on Twy A. Mat areas between Rwy 10–28 and Rwy 14–32 not authorized for acft use. Exercise extreme vigilance during IFR apch Rwy 10 in Visual Meteorlogical Conditions due to General Aviation acft vicinity Cecil Fld. Extreme bird hazard during summer months. Ctc twr for current BASH condition. Skydiving and glider ops. sfc to 10,000′, 7 miles NW, in vicinity of Herlong Apt, between SR and SS. Unshielded lgt at ballfield NIP 216/2.4 NM on Rwy 10 apch. **TFC PAT** Transient jet acft expect rgt tfc Rwy 10. **NS ABTMT** Departures and full stop landings only Mon–Sat between 0300–1300Z‡ and Sun between 0300–1700Z‡ due to quiet hrs. Departures or full stop landings only between 2200L–0800L Monday–Sunday, and 0900L–1200L on Sundays. Transient jet aircraft are not authorized in the tower pattern. **CSTMS/AG/IMG** Acft rqr inspection plan arrival between Mon–Fri 1300–2100Z‡. Ctc Base Ops, DSN 924–2511, C904–2511, 48 hr prior to arrival. No inspection outside published hr. **MISC** Wx observer svc only. Ctc Naval Aviation Forecast Center for wx advisory or wx forecast DSN–564–2594, C757–444–2594. Aircrews are responsible for their on off base transportation. Aircrews coordinate for classified material storage with NAVCOM TELSTA at DSN 942–3308/3309.
COMMUNICATIONS: SFA **ATIS** 281.0
Ⓡ **APP/DEP CON** 123.8 377.05
NAVY JACKSONVILLE TOWER 120.0 340.2 307.325 Opr 24 hrs exc holidays. **GND CON** 128.6 336.4
CLNC DEL 134.775 353.675
PMSV METRO 343.5 **NAVY JAX OPS** 310.2 134.775
RADIO AIDS TO NAVIGATION: NOTAM FILE NIP.
(L) TACAN Chan 19 NIP (108.2) N30°14.09′ W81°40.50′ at fld. 20/6W.
TACAN unusable:
015°–035° 201°–214° byd 15 NM blo 5,000′
106°–114° byd 20 NM 215°–340° byd 20 NM blo 13,000′
185°–200° byd 20 NM blo 13,000′
CECIL (H) VORW 117.9 VQQ N30°12.78′ W81°53.45′ 087° 11.3 NM to fld. NOTAM FILE VQQ.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

JUMPI N29°03.39′ W82°13.39′ NOTAM FILE OCF. **JACKSONVILLE**
NDB (LOM) 423 OC 004° 7.0 NM to Ocala Intl–Jim Taylor Fld. **L–24F**

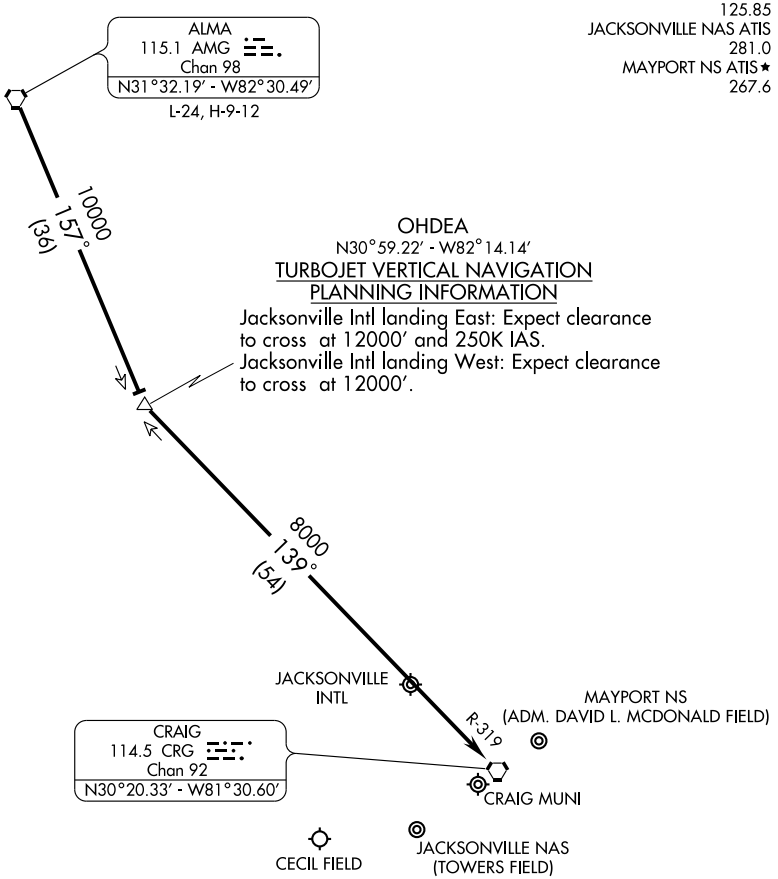
KENDALL–TAMIAMI EXECUTIVE (See MIAMI)

KENNEDY SPACE CENTER N28°37.57′ W80°41.75′ NOTAM FILE MLB. **JACKSONVILLE**
(H) TACAN Chan 59(Y) TTS (112.2) at NASA Shuttle Landing Facility. 57/0E. **H–8I, L–24F**
No NOTAM, intermittent opr.

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

HI-TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NIP Chan 19	087°	8002	20	20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

* When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

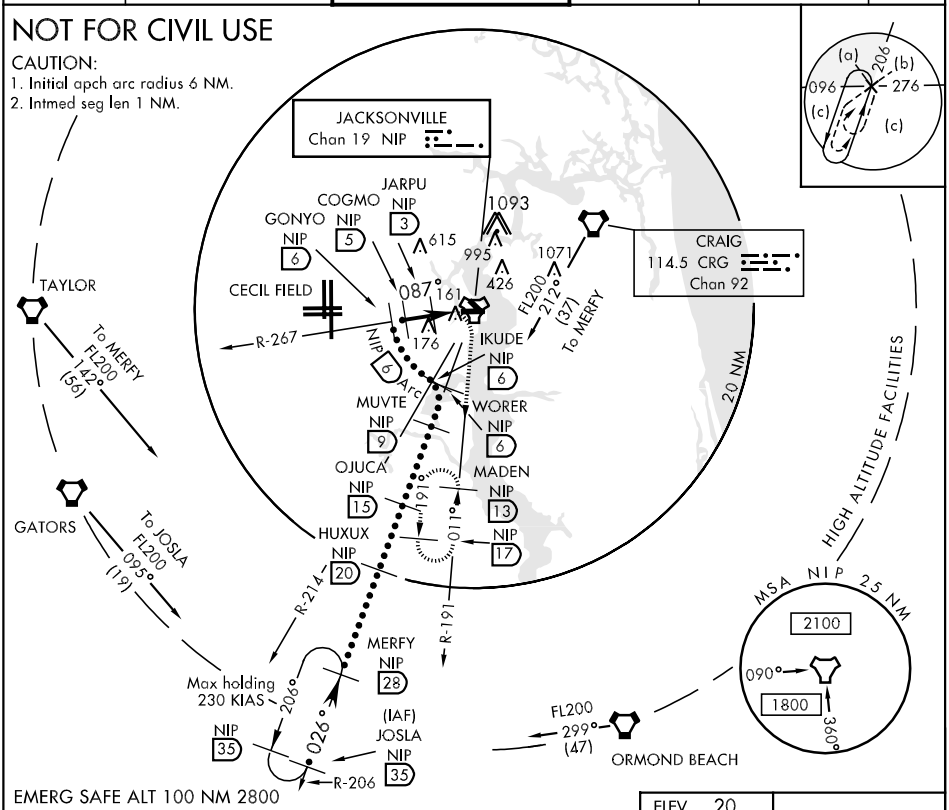
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP TACAN R-191 direct MADEN and hold.

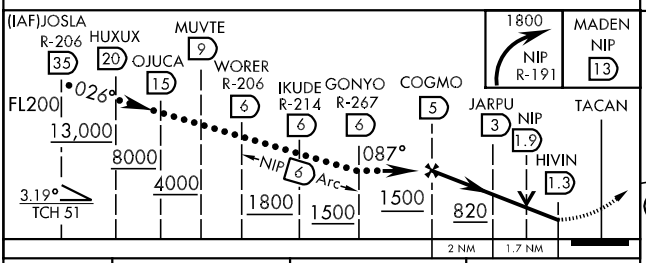
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

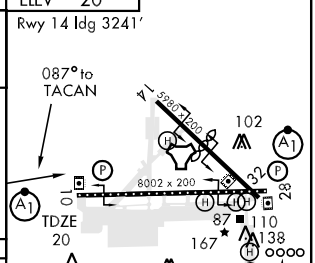
NOT FOR CIVIL USE

CAUTION:
1. Initial apch arc radius 6 NM.
2. Intmed seg len 1 NM.



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-10*	420- ¾ 400 (400-¾)		420-1 400 (400-1)
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 28

TACAN NIP Chan 19	APCH CRS 286°	Rwy ldg 8002 TDZE 12 Arpt Elev 20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

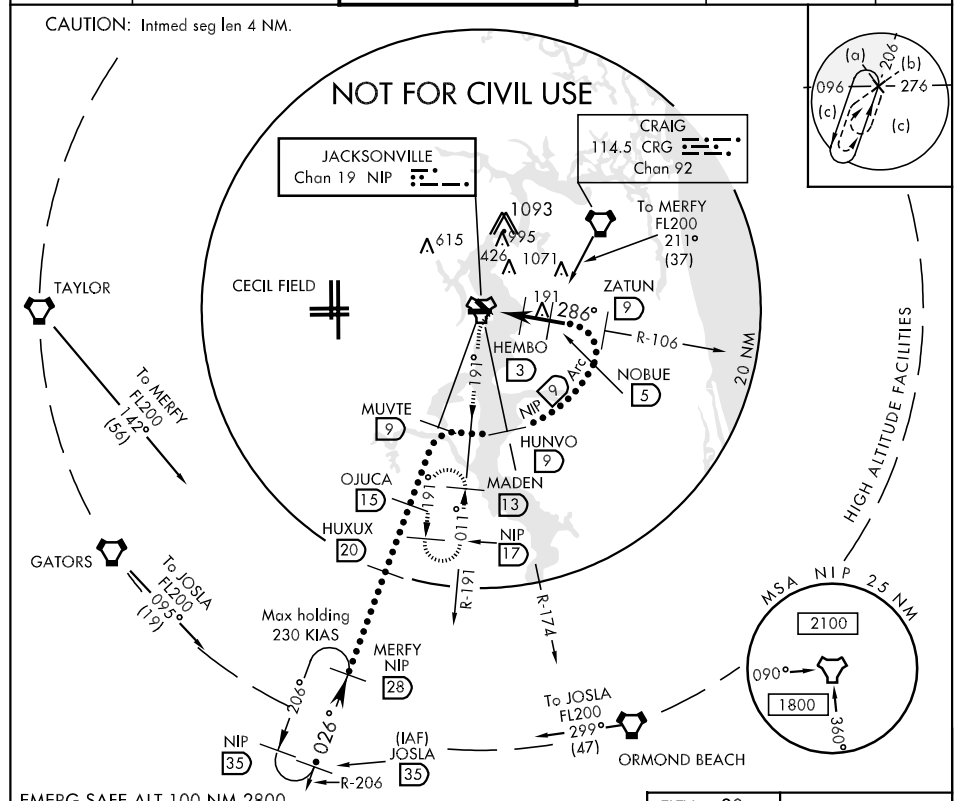
▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

ALSF-1

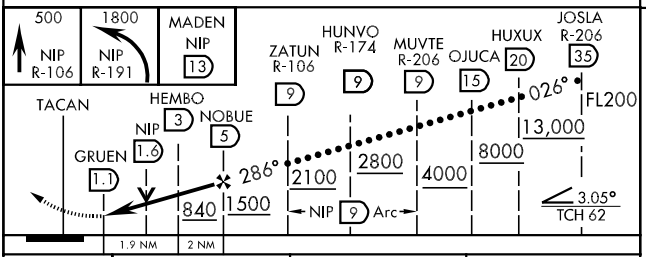
MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION: Intmed seg len 4 NM.



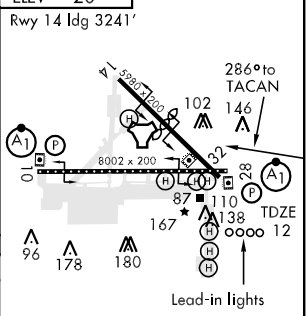
EMERG SAFE ALT 100 NM 2800



CATEGORY	C	D	E
S-28 *	400-¾ 388 (400-¾)		
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

ELEV 20

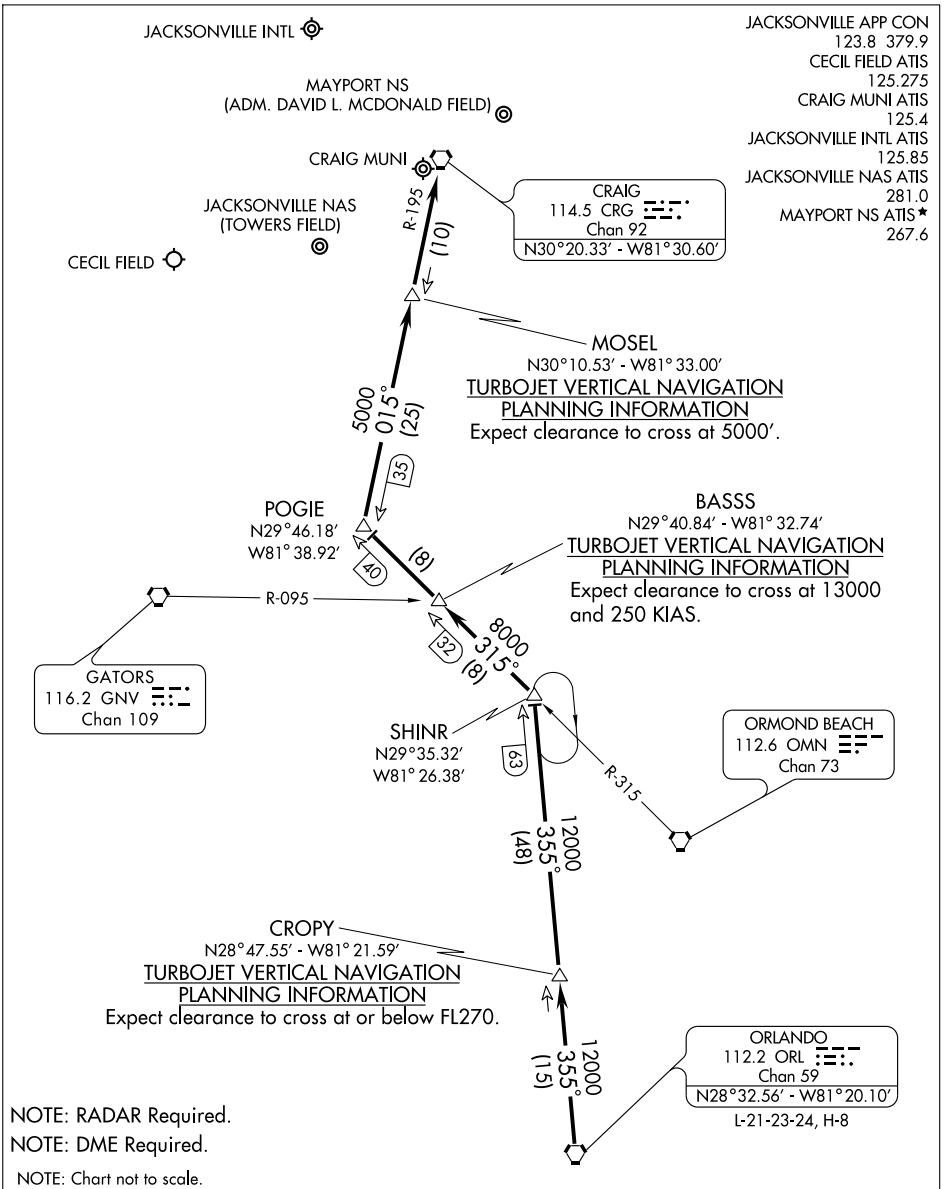
Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 23 SEP 2010 to 21 OCT 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1) JACKSONVILLE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8002
095°	TDZE	20
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

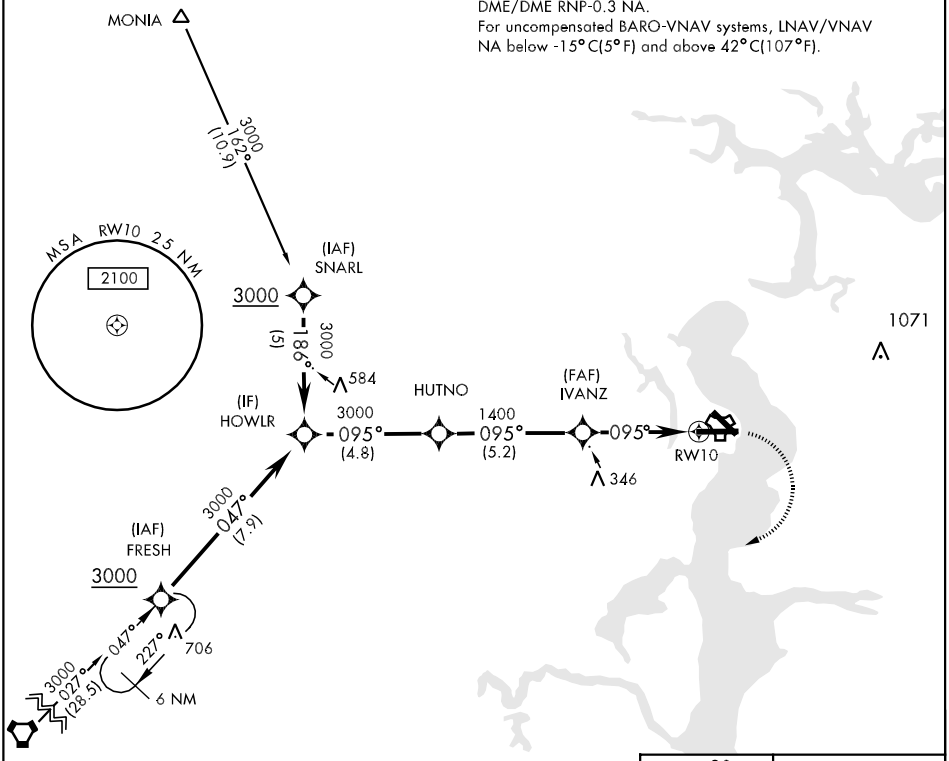
▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, D to 1¼ miles.

ALSF-1

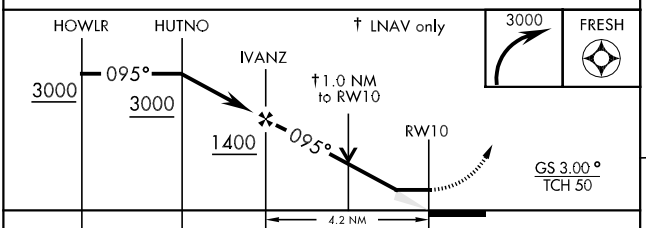
MISSED APPROACH: Climbing right turn to 3000 direct FRESH and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



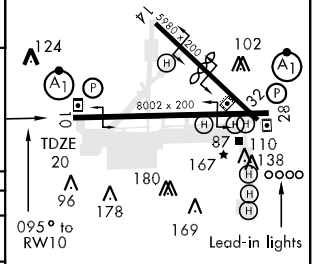
EMERGENCY SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340- ½ 320 (400-½)		340-¾ 320 (400-¾)	
LNAV MDA**	380- ½ 360 (400-½)		380-¾ 360 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	8002
276°	TDZE	12
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

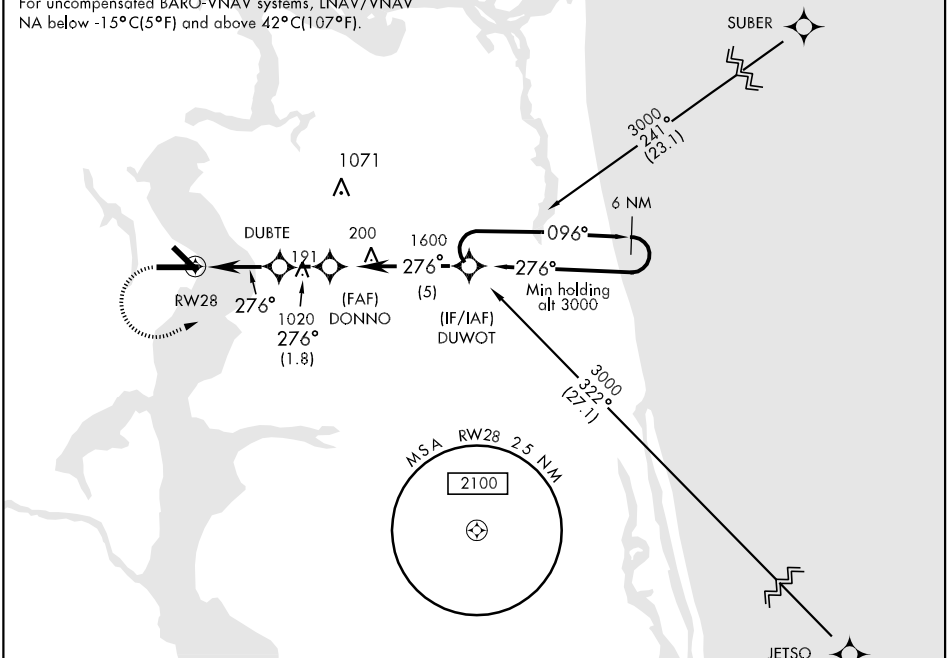
▼ *When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

ALSF-1

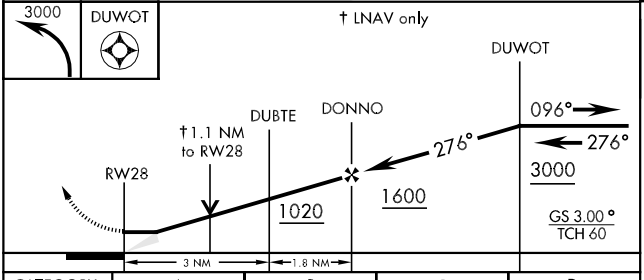
MISSED APPROACH: Climbing left turn to 3000 direct DUWOT and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



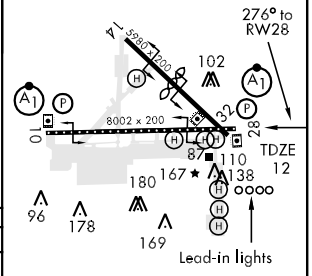
EMERGENCY SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340-½ 328 (400-½)		340-¾ 328 (400-¾)	
LNAV MDA**	420-½ 408 (400-½)		420-¾ 408 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	8002
NIP Chan 19	087°	TDZE	20
		Arpt Elev	20

AL-209 [USN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

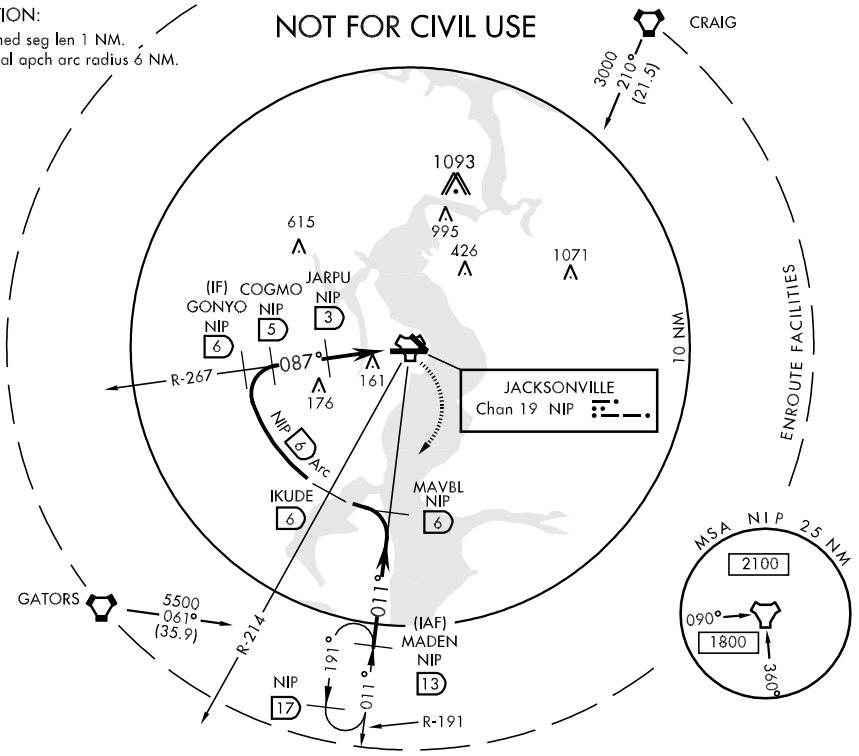
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP R-191 to MADEN and hold.

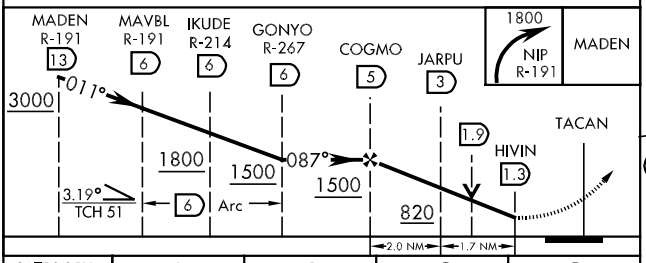
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

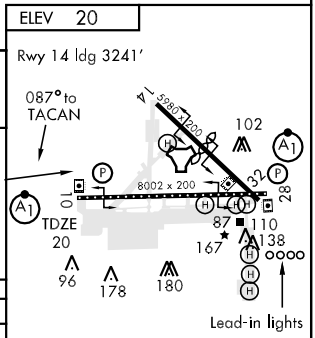
CAUTION:
1. Intmed seg len 1 NM.
2. Initial apch arc radius 6 NM.

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 2800





CATEGORY	A	B	C	D
S-10 *	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL All Rwy
REIL Rwy 10-28, 32

30°14'N-81°41'W

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)
TACAN RWY 10

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	8002
NIP Chan 19	286°	TDZE	12
		Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

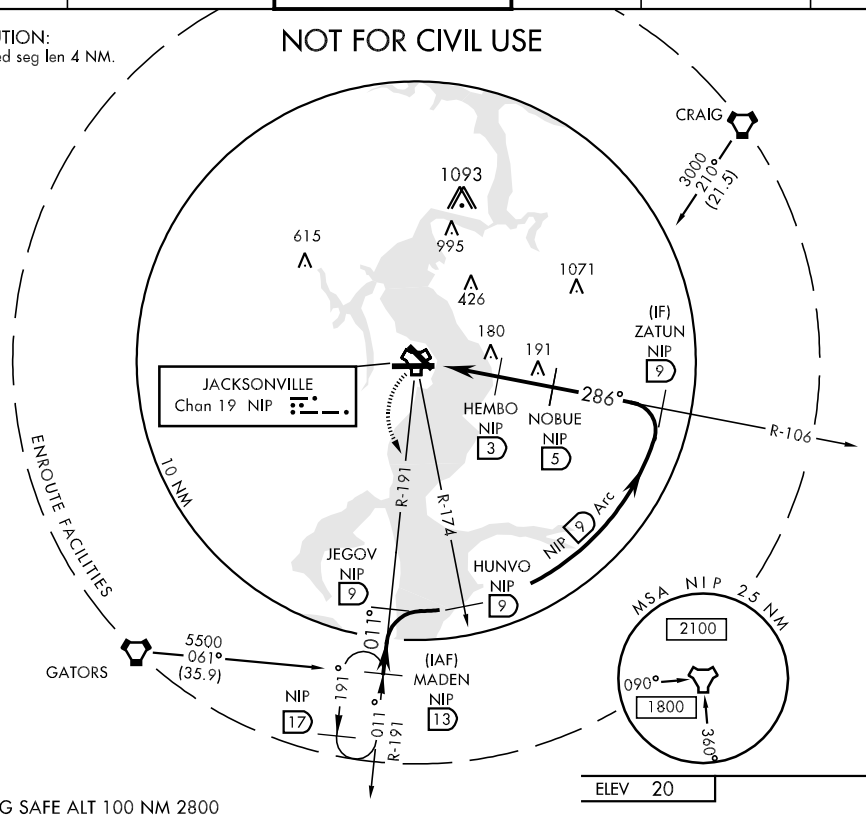
ALSF-1

MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

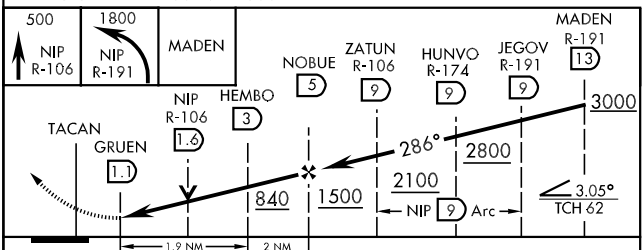
CAUTION:
Intmed seg len 4 NM.

NOT FOR CIVIL USE



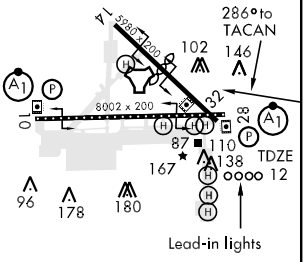
ELEV 20

EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-28*	400-½ 388 (400-½)		400-¾ 388 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

30°14'N-81°41'W JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

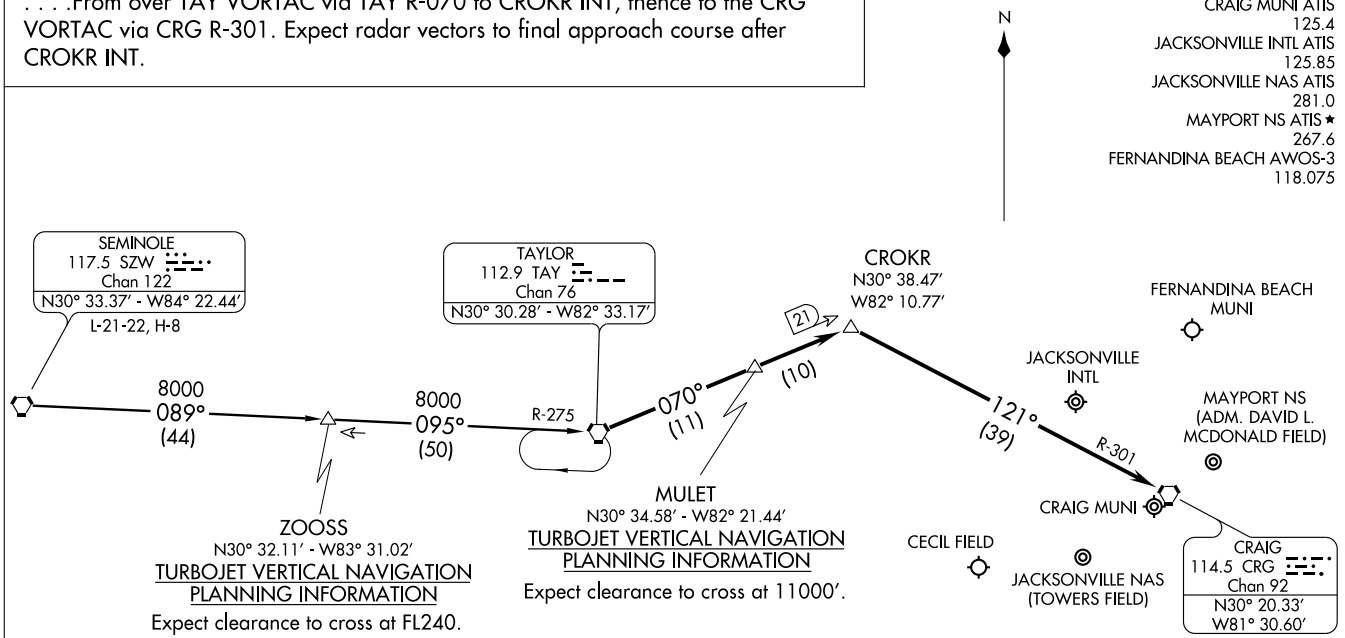
TACAN RWY 28

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

AIRPORT DIAGRAM

AL-998 (FAA)

JACKSONVILLE/ CECIL FIELD (VQQ)

JACKSONVILLE, FLORIDA

ATIS
125.275
CECIL TOWER ★
126.1 387.025
GND CON
121.625 384.4
CLNC DEL
121.625

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 81

ELEV 79

ELEV 79

30° 14′N

FLIGHTSTAR AIRCRAFT SERVICES

BOEING

LSI

BOEING

FBO/ADMINISTRATION

TRANSIENT/ GA PARKING

COAST GUARD

FLORIDA ARNG

TWR

FIRE STATION

F. C. C. J./ I.C.E.

ELEV 80

095.2°

8002 X 200

275.2°

ELEV 66

30° 13′N

8003 X 197

095.2°

275.2°

ELEV 77

ELEV 64

005.2°

36L

ELEV 70

185.2°

185.2°

8000 X 200

12503 X 193

005.2°

A5

36R

ELEV 70

VAR 5.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

30° 12′N

81° 53′W

81° 52′W

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE

CECIL FLD (VQQ) 13 SW UTC−5(−4DT) N30°13.12′ W81°52.60′

JACKSONVILLE

81 B S4 **FUEL** 100LL, JET A+ OX 1, 3, 4 TPA—See Remarks NOTAM FILE VQQ **H–8H, 12F, L–21D, 24G, A**

IAP, AD

RWY 18L–36R: H12503X193 (ASPH–CONC) HIRL

RWY 18L: REIL. PAPI(P4L)—GA 3.0° TCH 80′. Trees.

RWY 36R: MALSR. PAPI(P4L)—GA 3.0° TCH 73′. Trees.

RWY 09R–27L: H8003X197 (ASPH–CONC) HIRL

RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 77′. Trees.

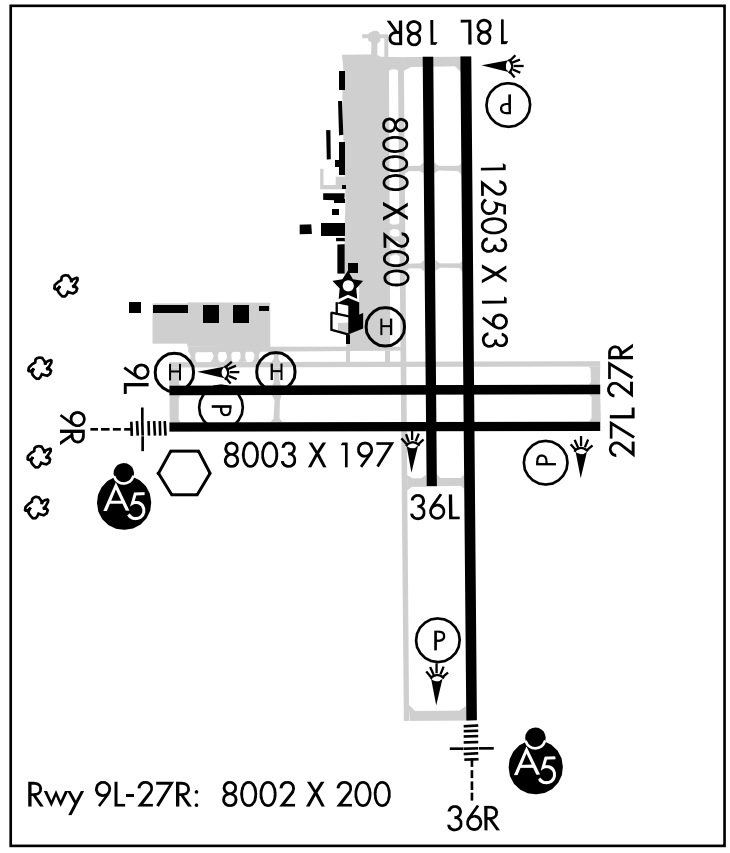
RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 72′. Trees.

RWY 09L–27R: H8002X200 (ASPH–CONC)

RWY 09L: Trees. **RWY 27R:** Trees.

RWY 18R–36L: H8000X200 (ASPH–CONC)

RWY 18R: Trees. **RWY 36L:** Trees.



AIRPORT REMARKS: Attended 1200–0300Z‡. Fuel avbl Mon–Fri 1200–0300Z‡, Sat/Sun 1300–2100Z‡, ctc at 904–317–6550. Also avbl Mon–Fri 1100–0300Z‡, Sat/Sun 1300–2100Z‡, ctc at 904–777–6675. Rwy 18R–36L hold short rwy sign unlighted. Rwy 09L–27R hold short rwy sign unlighted. Wildlife invof arpt. Twy C clsd at military gate. Twy M clsd except for military acft. TPA—1081(1000) conventional, 1500(500) jet. Military break not authorized. When twr clsd ACTIVATE HIRL Rwy 18L–36R, HIRL Rwy 09R–27L, REIL Rwy 27L, Rwy 18L and MALSR Rwy 36R and Rwy 09R—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.275 (904) 778–6934.

COMMUNICATIONS: CTAF 126.1 **ATIS** 125.275 **UNICOM** 122.95

Ⓡ **JACKSONVILLE APP/DEP CON** 123.8

TOWER 126.1 (1200–0200Z‡) **GND CON** 121.625 **CLNC DEL** 121.625

GCO 121.725 (Jacksonville APP CON and Gainsville FSS)

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRG.

CRAIG (H) VORTAC 114.5 CRG Chan 92 N30°20.33′ W81°30.60′ 72° 20.4 NM to fld. 40/03W. **HIWAS.**

(H) VORW 117.9 VQQ N30°12.78′ W81°53.45′ at fld. NOTAM FILE VQQ.

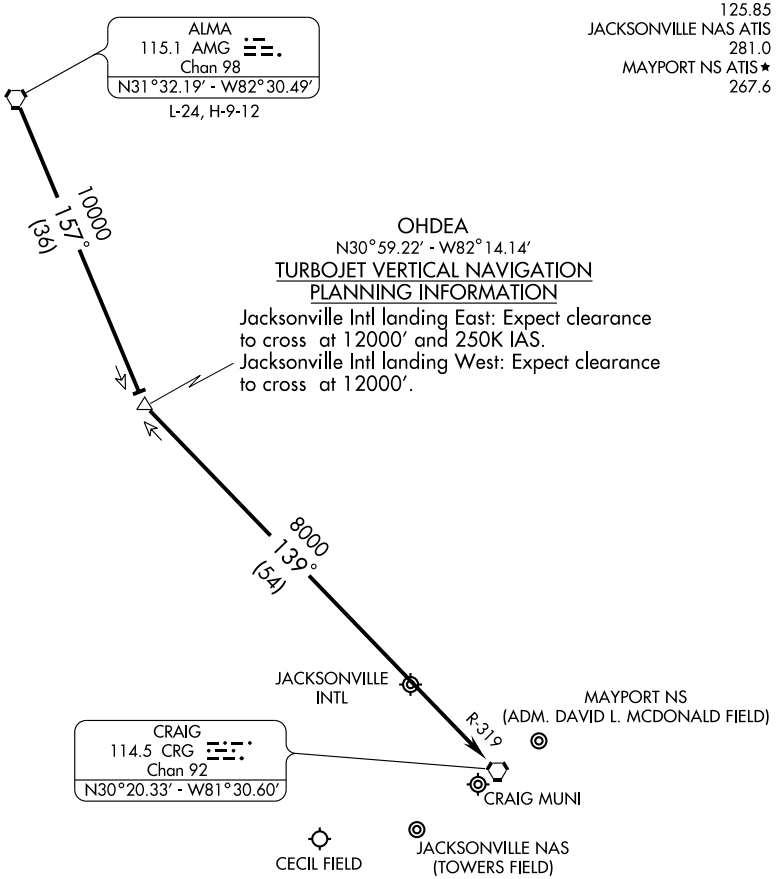
VOR unusable: 056°–064°; 131°–134° and 166°–194° blo 12,000′, 195°–224° blo 5,000′, 291°–295° byd 10 NM blo 4,000′, 296°–345° blo 4,000′.

ILS/DME 109.5 I–VQQ Chan 32 Rwy 36R. Class IB. ILS unmonitored when twr clsd.

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC/DME I-VQQ	APP CRS	Rwy Idg 12503
109.5	005°	TDZE 75
Chan 32		Apt Elev 81

ILS or LOC RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

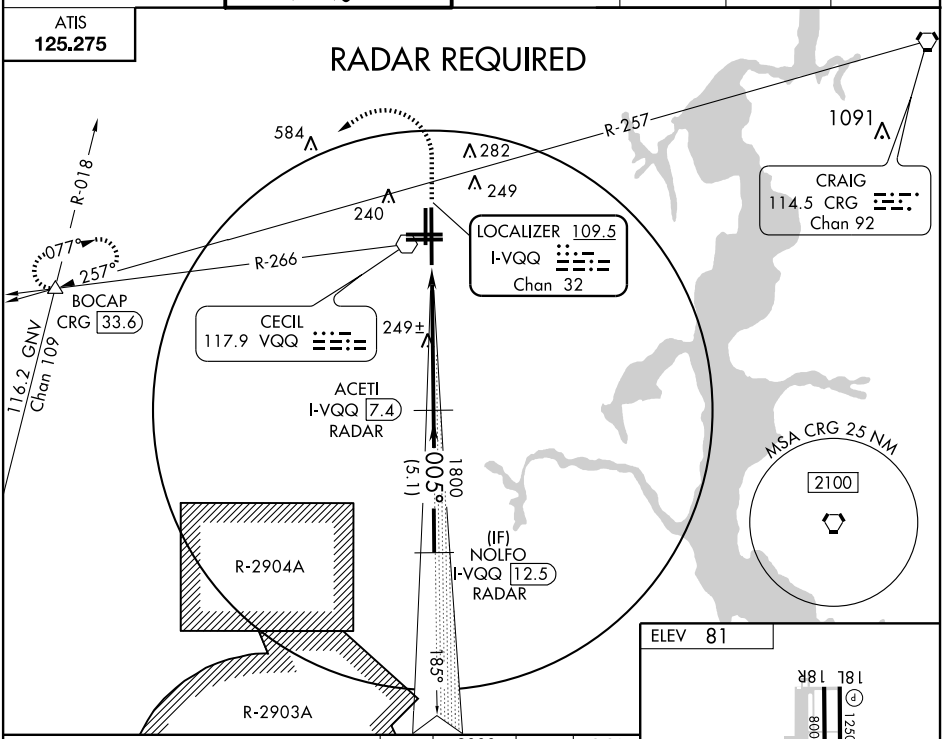
VDP NA with Jacksonville Intl altimeter setting. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase S-ILS 36R Cat E visibility to ¾ and S-LOC 36R Cat E visibility to 1½. DME or RADAR required.

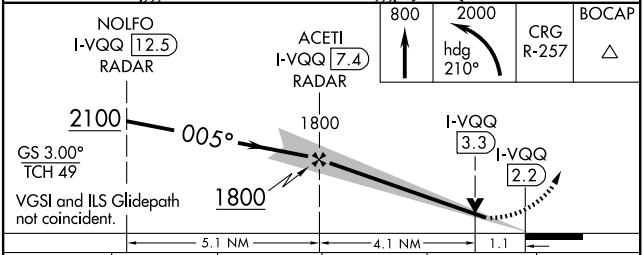
MALSR

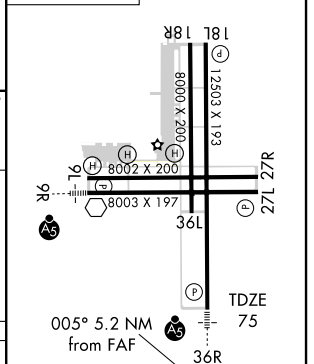
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 210° and CRG VORTAC R-257 to BOCAP INT/CRG 33.6 DME and hold.

JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275







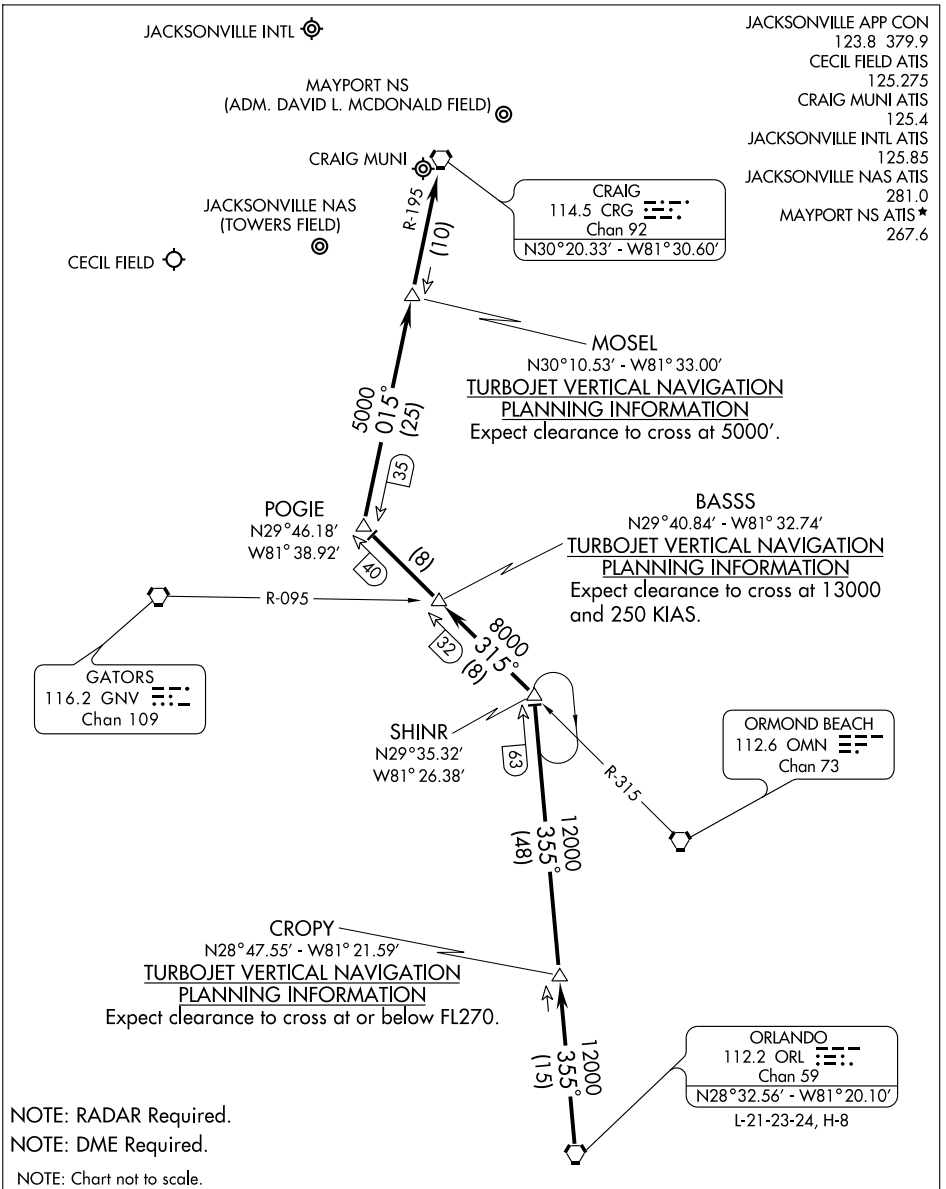
CATEGORY	A	B	C	D	E
S-ILS 36R	275-½ 200 (200-½)				
S-LOC 36R	500-½ 425 (500-½)		500-¾ 425 (500-¾)		500-1 425 (500-1)
CIRCLING	540-1 459 (500-1)		560-1½ 479(500-1½)	640-2 559 (600-2)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1) JACKSONVILLE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	12503
CH 56616	185°	TDZE	79
W18A		Apt Elev	80

RNAV (GPS) RWY 18L

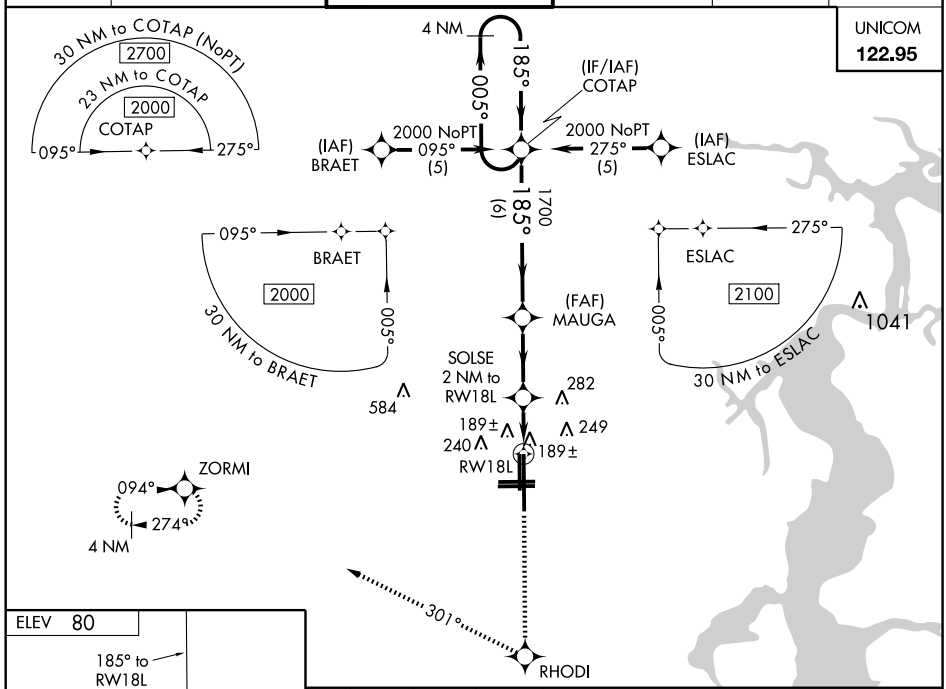
JACKSONVILLE/CECIL FIELD (VQQ)

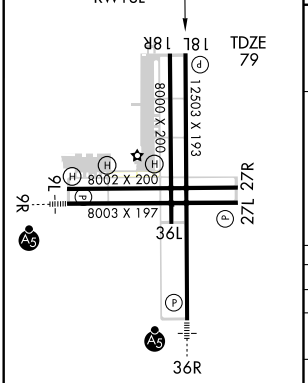
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct RHODI and right turn on track 301° to ZORMI and hold.

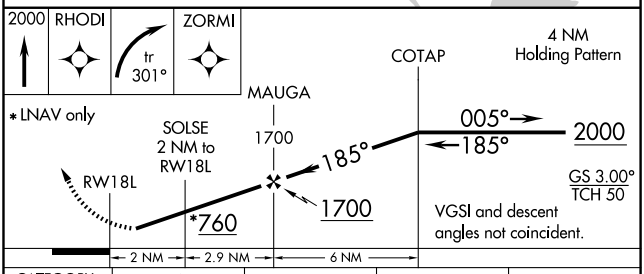
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95





REIL Rwys 27L and 18L L
HIRL Rwy 9R-27L and 18L-36R L



CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/VNAV DA	489-1½ 410 (500-1½)			
LNAV MDA	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	12503
005°	TDZE	70
	Apt Elev	80

RNAV (GPS) RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

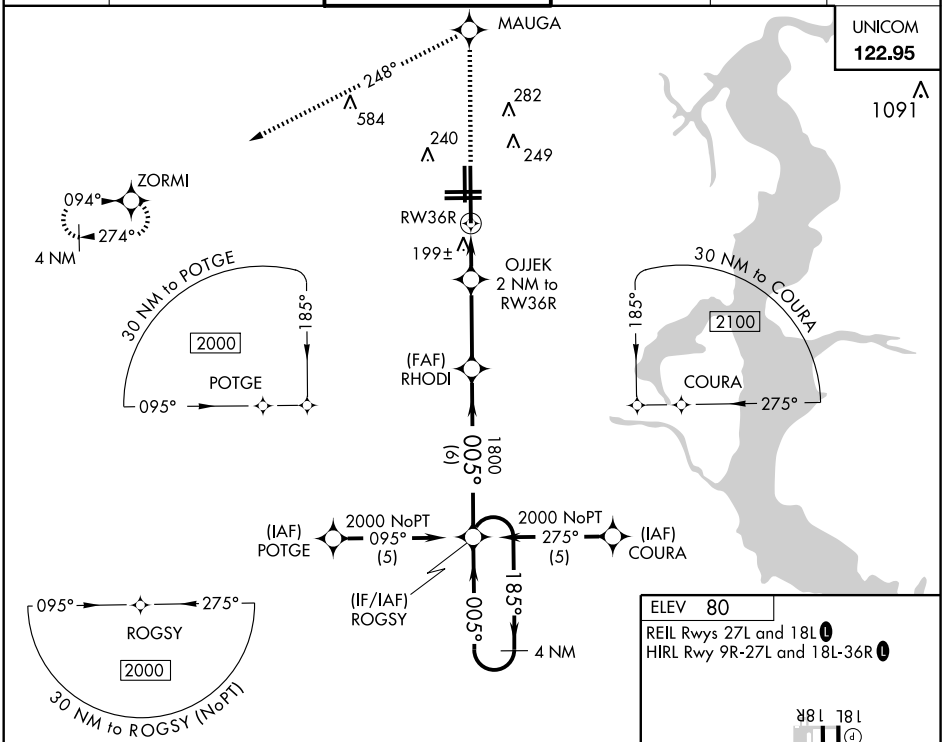
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LNAV Cats A, B and C. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV Cat C visibility to 1¼ mile and Cat D visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct MAUGA and left turn on track 248° to ZORMI and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

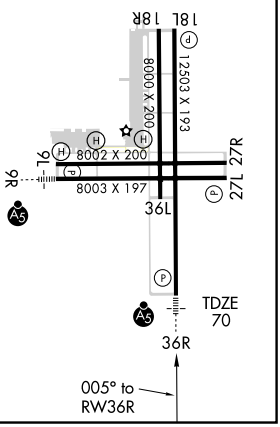
UNICOM 122.95

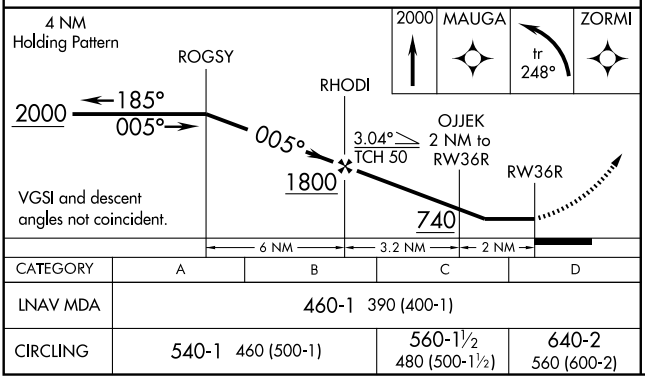


ELEV 80

REIL Rwys 27L and 18L L

HIRL Rwy 9R-27L and 18L-36R L





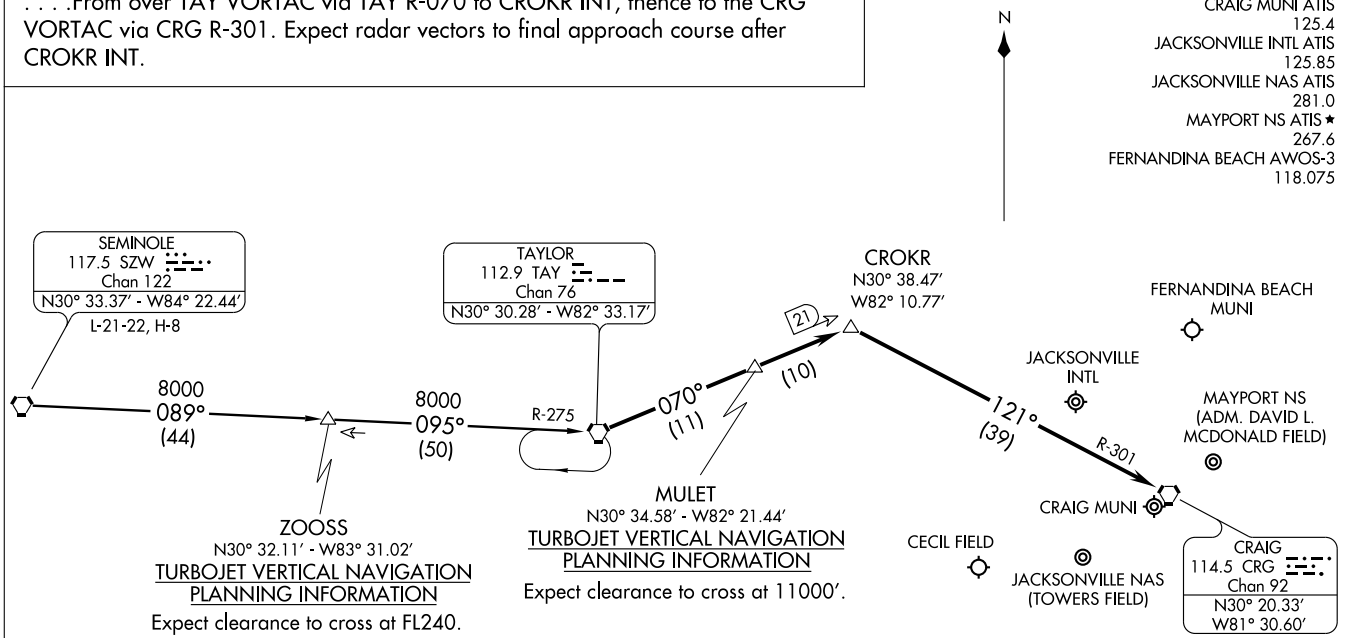
CATEGORY	A	B	C	D
LNAV MDA	460-1 390 (400-1)			
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

VORTAC VQQ	APP CRS	Rwy Idg	8003
117.9	109°	TDZE	78
		Apt Elev	81

VOR RWY 9R

JACKSONVILLE/ CECIL FIELD (VQQ)

MALSR

MISSED APPROACH: Climbing right turn to 1800 in VQQ VOR holding pattern.

JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275

CRAIG 114.5 CRG Chan 92

IAF CECIL 117.9 VQQ

584 ∧ ∧ 282 ∧ 249 240 ∧

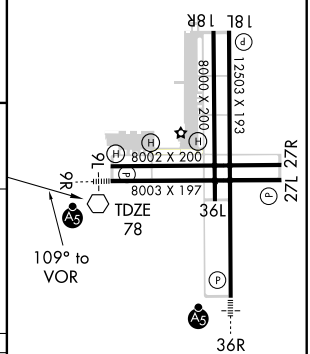
R-289 064° 244° 109° 289°

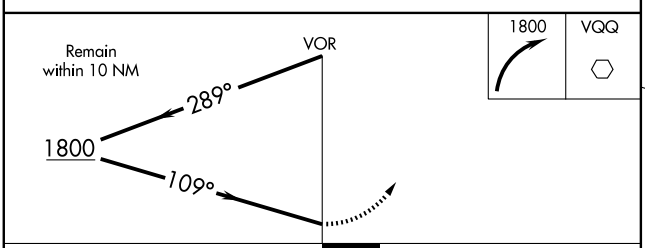
2100 252° (21.2) 1051 ∧

10 NM

MSA VQQ 25 NM 2100

ELEV 81





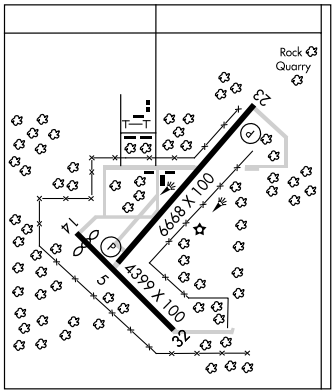
CATEGORY	A	B	C	D
S-9R	640-1	562 (600-1)	640-1½ 562 (600-1½)	640-1¾ 562 (600-1¾)
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WILLIAM P GWINN (06FA) PVT 24 S UTC−5(−4DT) N26°54.50′ W80°19.74′ **MIAMI**
28 NOTAM FILE MIA Not insp. **H–8I, L–23C**
RWY 09–27: H7003X150 (ASPH) PCN 49 F/A/X/T HIRL **DIAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 58′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0°.
MILITARY SERVICE: LGT Rotating bcn opr 1200–2300Z‡, except holidays. **JASU** (4 Hobart starting units 28.5V/750 amps.) **FUEL** Not for public sale. A, J5, J8. **FLUID** SP
MILITARY REMARKS: Attended Mon–Fri 1300–2100Z‡, except holidays. **RSTD** Open only to civilian and military acft having business with United Technologies Corporation or its divisions. PPR ctc twr C561–775–5450. **MISC** Helicopter ops. Vertical takeoff up to 3000′. Possible vertical jet turbulence within 2 nm of apch end Rwy 09.
COMMUNICATONS:
Ⓡ **PALM BEACH APP CON** 124.6 317.4
GWINN TWR 120.4 279.25 (Mon–Fri 1300–2100Z‡) **GND CON** 121.65 279.25
PALM BEACH DEP CON As assigned.
AIRSPACE: CLASS D Mon–Fri 1300–2100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ 069° 20.9 NM to fld. 16/0E. **HIWAS.**

WILLISTON MUNI (X6Ø) 2 SW UTC−5(−4DT) N29°21.34′ W82°28.30′ **JACKSONVILLE**
76 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 05–23: H6668X100 (CONC) S–46 MIRL **IAP**
RWY 05: REIL. PAPI(P2L) Tree.
RWY 23: REIL. PAPI (P2L)—GA 3.0° TCH 50′. Tree.
RWY 14–32: H4399X100 (ASPH) S–38
RWY 14: Thld dsplcd 300′. Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Sky diving activity invof arpt. Infield berm blocking vision between rwy ends. Rwy 14–32 25′ shoulders both sides of rwy entire length. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (352) 528–9949.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **JACKSONVILLE APP/DEP CON** 118.6
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 211° 22.6 NM to fld. 128/04W. **HIWAS.**



WINTER HAVEN

JACK BROWNS SPB (F57) 3 NW UTC−5(−4DT) N28°03.45′ W81°45.77′ **JACKSONVILLE**
140 S8 **FUEL** 100LL NOTAM FILE PIE
WATERWAY 01–19: 3600X2200 (WATER)
WATERWAY 01: Thld dsplcd 1200′. **WATERWAY 19:** Thld dsplcd 1000′.
SEAPLANE REMARKS: Attended dalgt hours. Recommended N–S pattern to remain clear of and blo 900′ tfc at Winter Haven's Gilbert Arpt. Ctc Winter Haven's Gilbert arpt UNICOM 123.05 for boat activity and local tfc. Major power plant repairs avbl.
COMMUNICATIONS: CTAF 123.05

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN
FL240
153° (43)
FILBE
154° (37)
OBEYS
154° (11)
HURDE
10000
182° (42)
VERO BEACH VRB
10000
145° (27)
TUXXI
Expect to cross at 10000
182° (4)
SWOMP
Expect to cross at 8000
STOOP
162° (20)
6000
213° (13)
6000
224° (8)
TUNNE
(3)
SANZZ
271° (19)
271°

12 NM
017°
197°
AYBID
FL180
195° (18)
MIMMI
195° (33)
NEUBE
8000
236° (32)
238°
058°
7 NM

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

WILLIAM P. GWINN
NORTH PALM BEACH COUNTY GENERAL AVIATION
CASKI
Landing East: Expect Radar Vectors after CASKI
FRWAY
Landing West: Expect Radar Vectors after FRWAY

PALM BEACH INTL
PALM BEACH PBI
4 NM
099°
279°
CUPED

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

81

10000
179°
(42)

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors to Final Approach course.

PAHOKEE
115.4 PHK
Chan 101

R-047

WILLIAM P. GWINN

160°

R-359

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

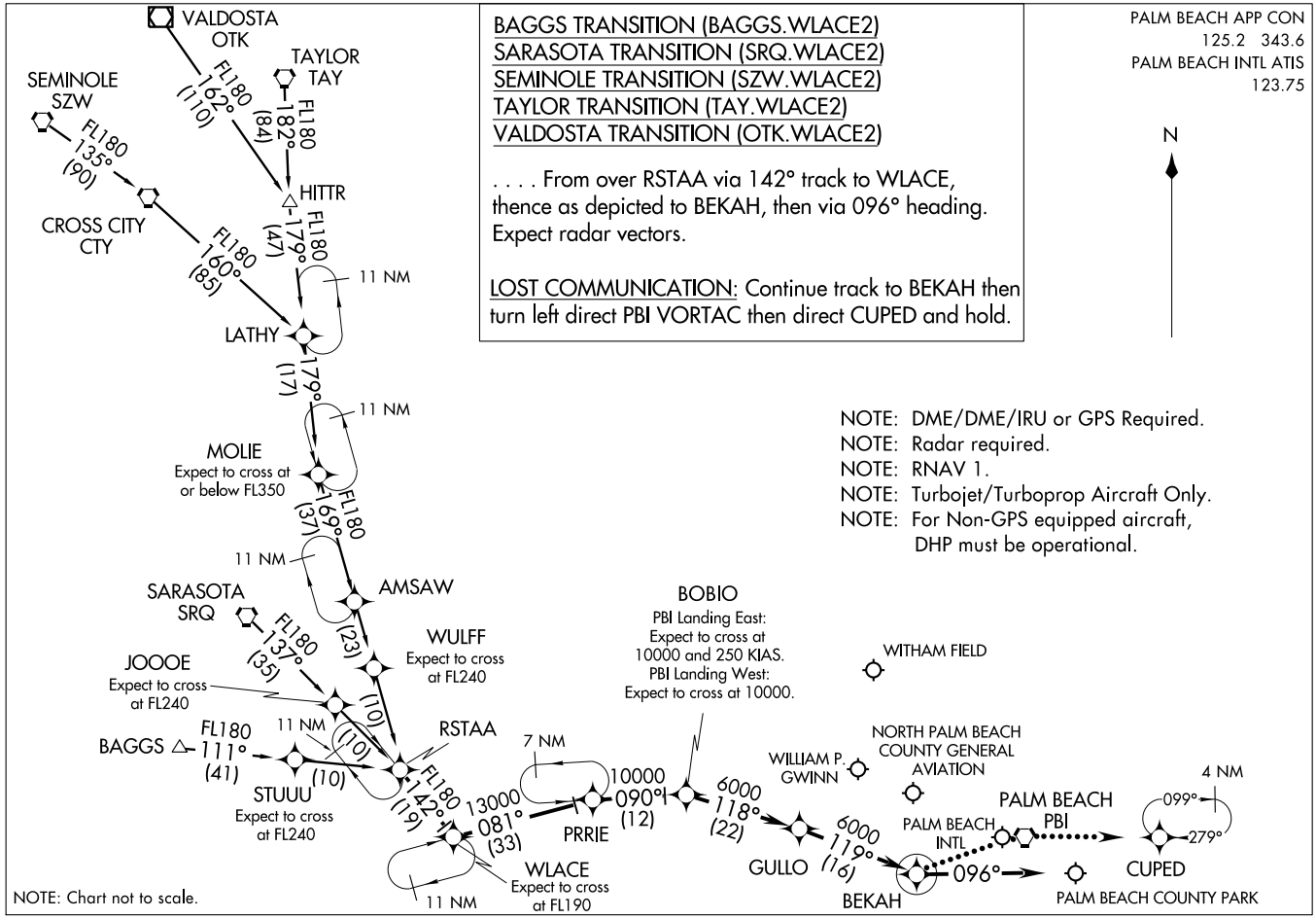
PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

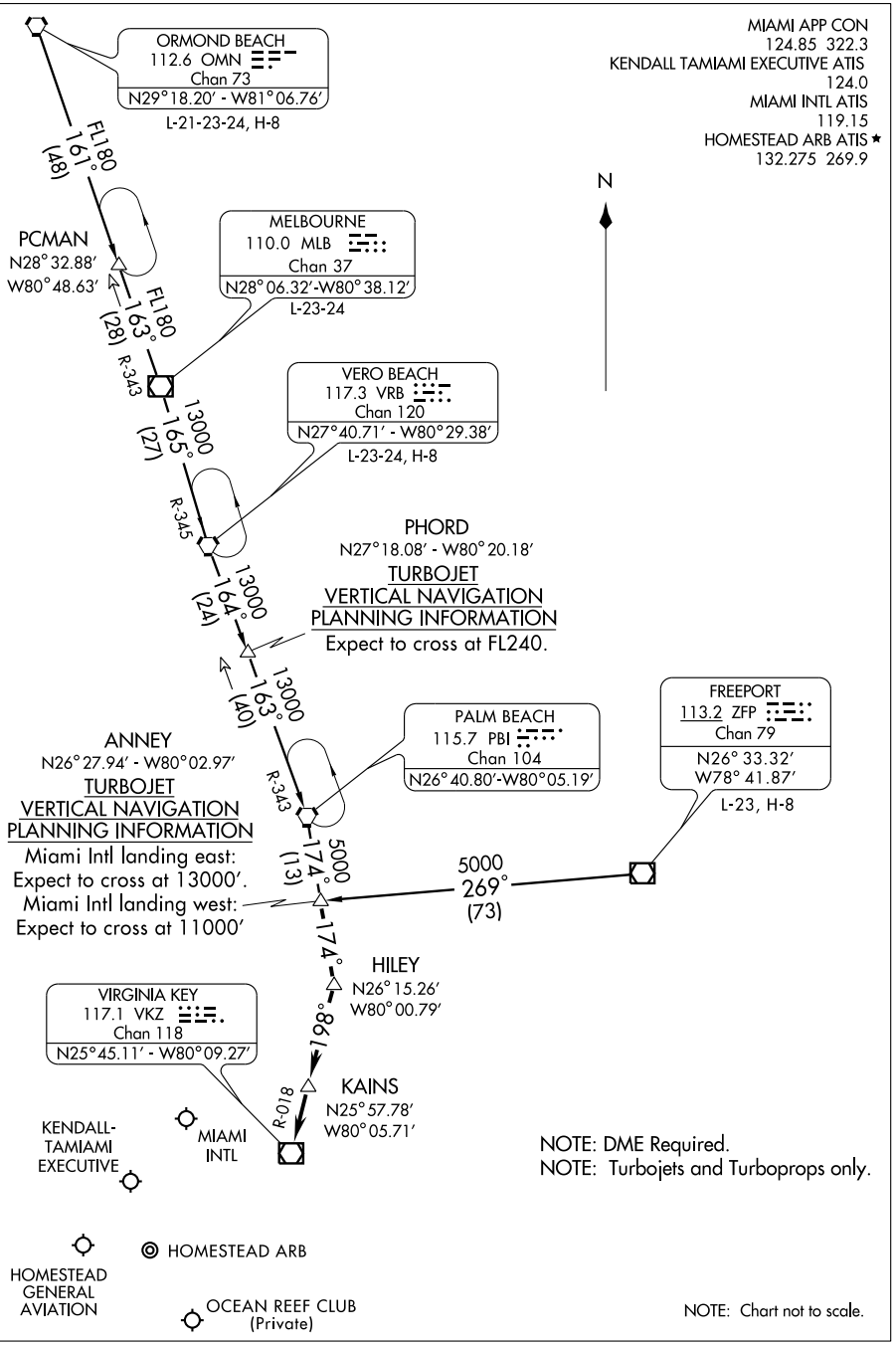


ST-449 (FAA)

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

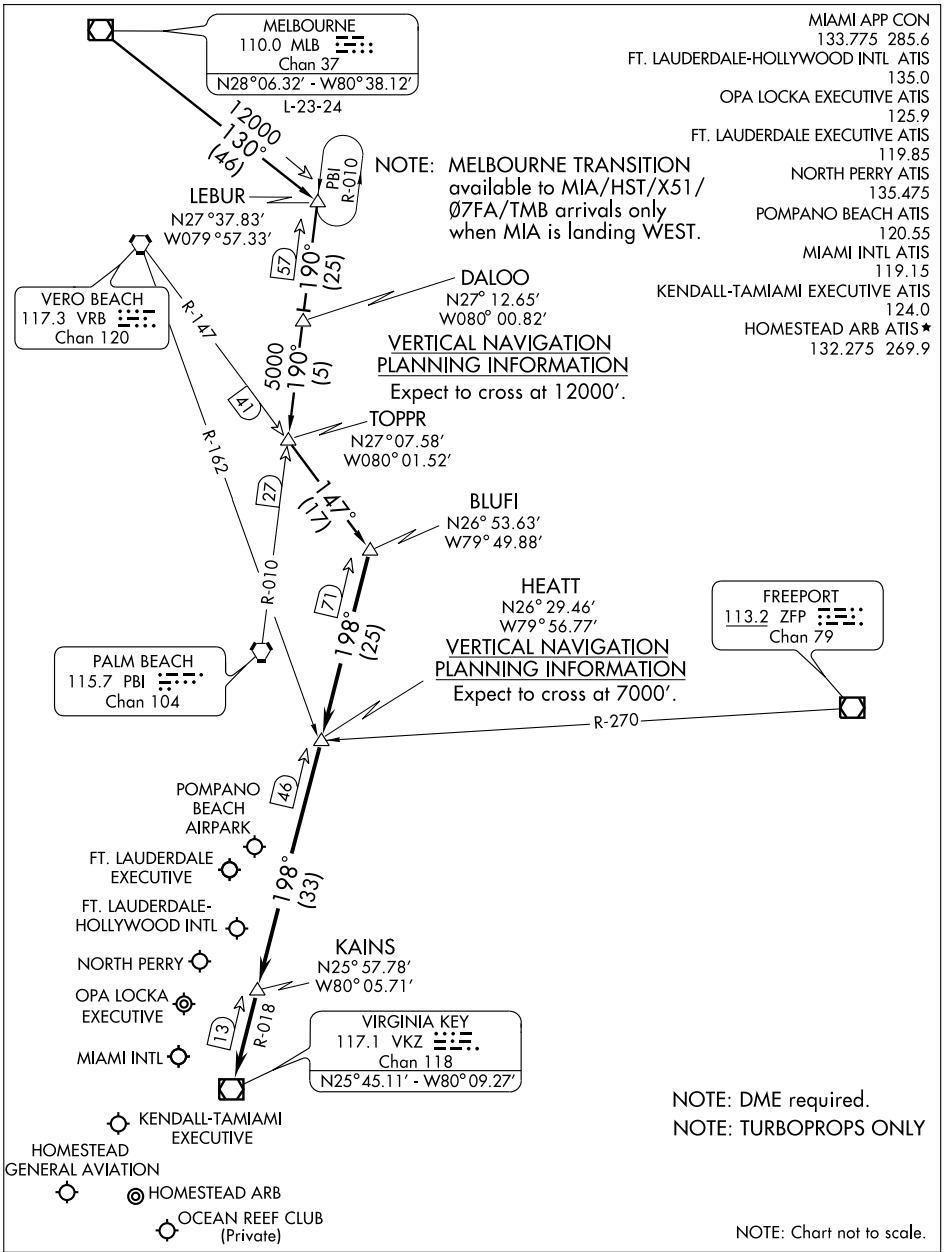
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 23 SEP 2010 to 21 OCT 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

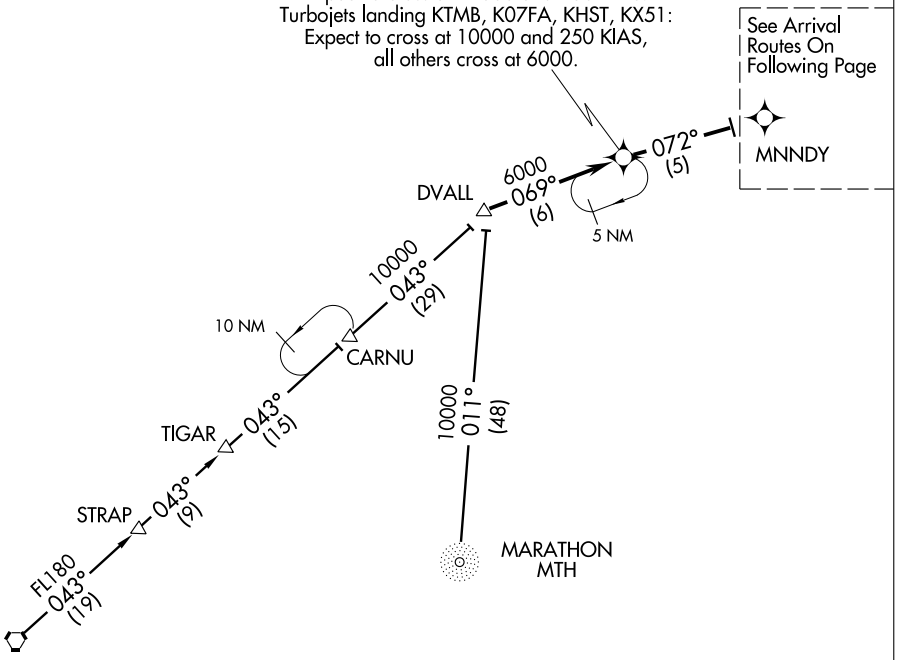
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

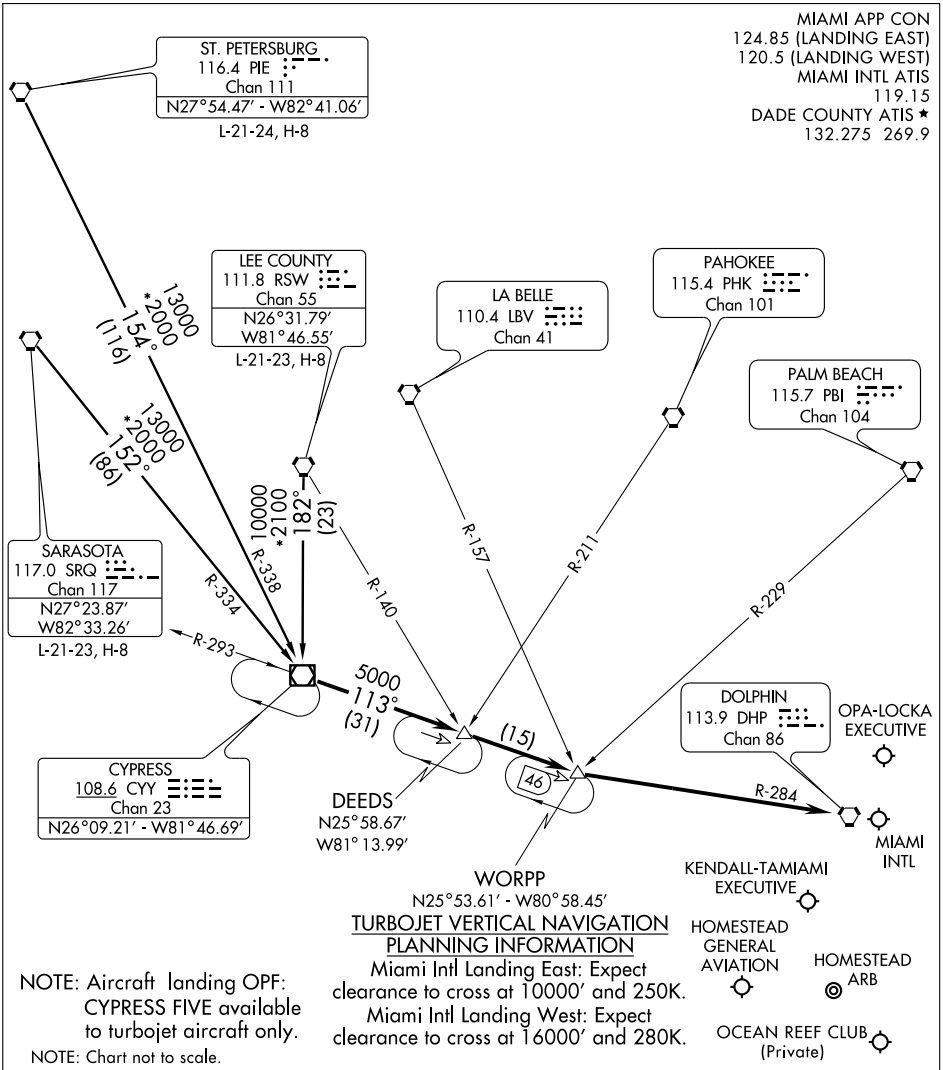
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

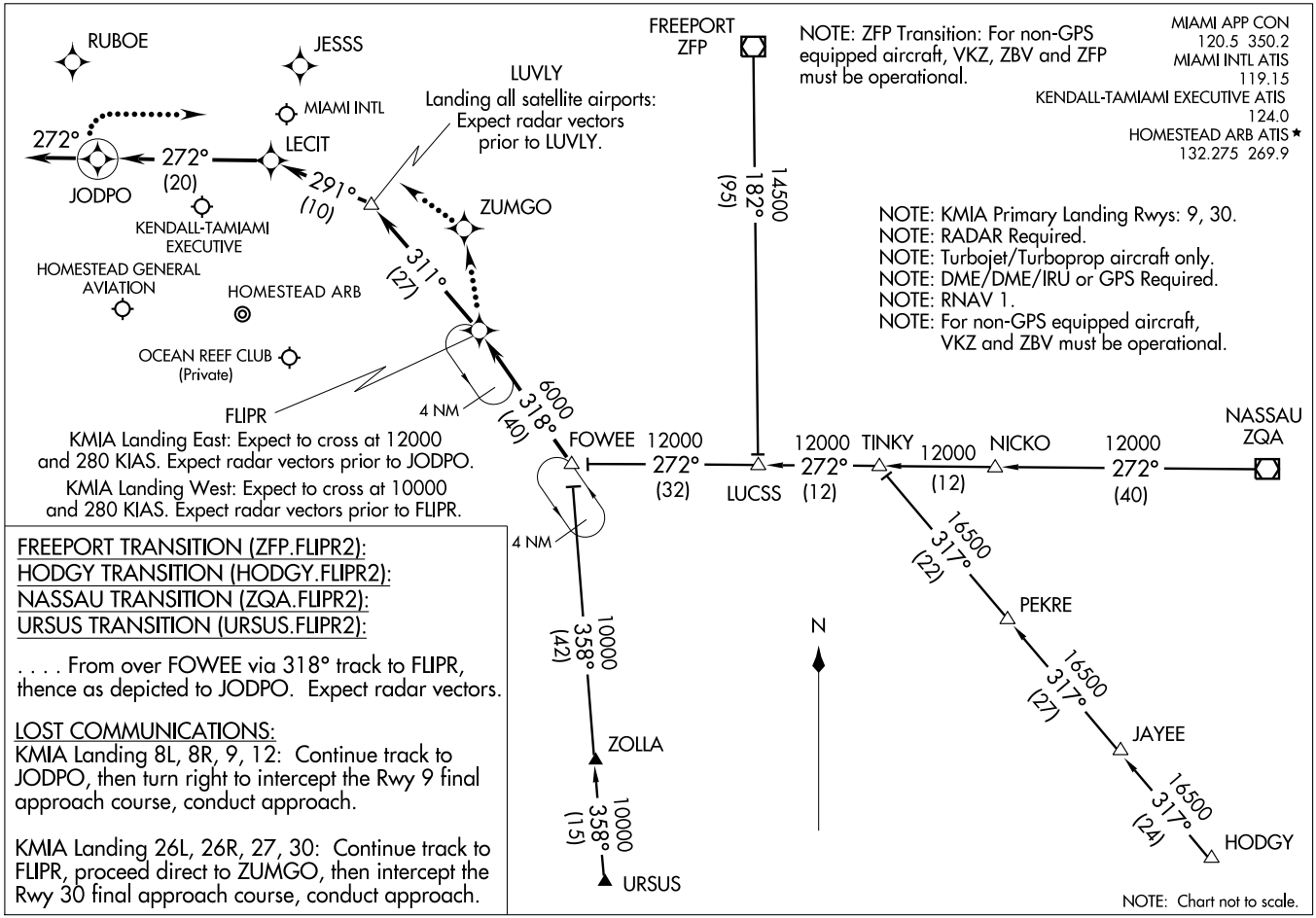
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

MIAMI, FLORIDA

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 23 SEP 2010 to 21 OCT 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 169° (18)

CIMBA

JESSS

243° 255° (5)

KAINS

271° RUBOE

271° (31)

(6)

HOXIL

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

BOYUR

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)

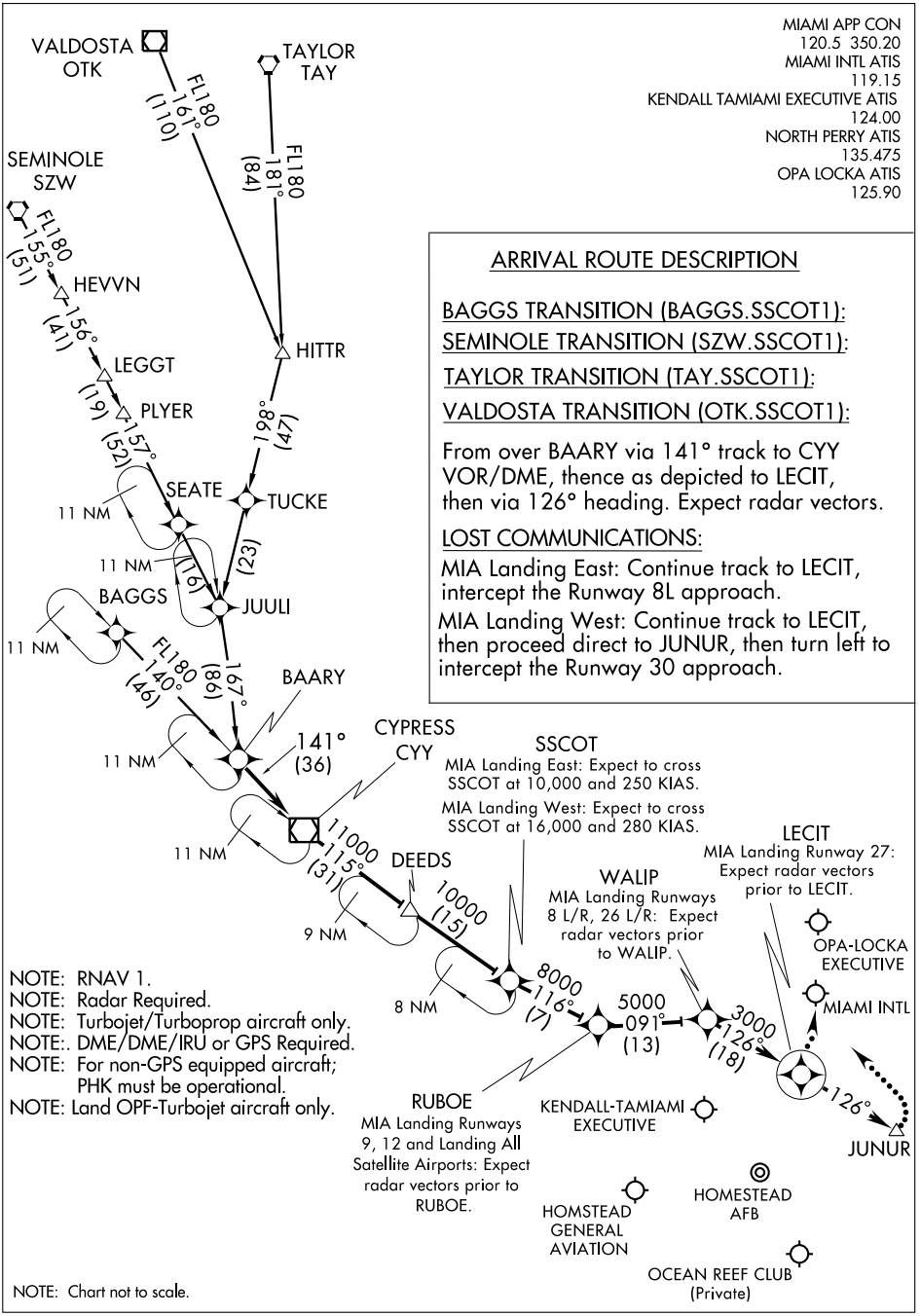
MIAMI, FLORIDA

(HILEY.HILEY2) 07074

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

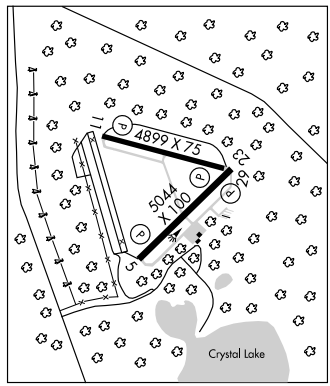
KEY WEST, FLORIDA
KEY WEST INTL (EYW)

10266

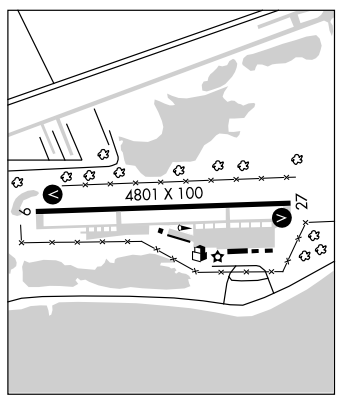
KEYES N25°47.44′ W80°11.65′ NOTAM FILE MIA. MIAMI
NDB (LOM) 248 MI 278° 5.2 NM to Miami Intl. SHUTDOWN. L–23C, A

KEYSTONE HEIGHTS

KEYSTONE AIRPARK (42J) 3 N UTC−5(−4DT) N29°50.69′ W82°02.85′ JACKSONVILLE
196 B S4 **FUEL** 100LL, JET A TPA—1196(1000) NOTAM FILE GNV H–8H, 12F, L–21D, 24G
RWY 05–23: H5044X100 (ASPH) S–40, D–80, 2S–102 MIRL 0.4% up NE IAP
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 23: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 11–29: H4899X75 (ASPH) S–30, D–60 HIRL
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 29: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Self serve aviation gas avbl 24 hrs with credit card. Jet A by appointment. Call 352–473–0031. CAUTION—Animals on and invof arpt. Restricted Area 2903A 1.5 miles Rwy 23 end. Fly left traffic to avoid. Rwy 11–29 restricted by arpt manager to acft 12,500 pounds gross weight or less. ACTIVATE MIRL Rwy 05–23 and HIRL Rwy 11–29—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.275 (352) 473–8273.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **JACKSONVILLE APP/DEP CON** 118.175 (6000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 056° 14.9 NM to fld. 128/04W. **HIWAS.**



KEY WEST INTL (EYW) 2 E UTC−5(−4DT) N24°33.37′ W81°45.57′ MIAMI
3 B S4 **FUEL** 100, JET A AOE Class I, ARFF Index B NOTAM FILE EYW L–21D, 23C
RWY 09–27: H4801X100 (ASPH–GRVD) S–75, D–125, 2D–195 MIRL IAP, AD
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 34′. Rgt tfc.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 34′.
AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. CAUTION: Numerous flocks of birds on and in the vicinity of airport. Departing VFR acft requested to maintain rwy heading until reaching fld boundary, then execute turns for N or S dep. CAUTION—Restricted area R–2916 located 14 NM NE of arpt has strobe–lgtd and marked balloon and cable to 14,000 ft. Extremely noise sensitive area. Urge no ops 0400–1200Z‡. Use NBAA close in noise abatement procedures other times. Local ordinance rqr engine runups in designated area on N side commercial ramp from 0400–1200Z‡ and fines. PPR for unscheduled air carrier operations with more than 30 passenger seats 0430–1045Z‡; Call arpt manager 305–296–7223. PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305–296–7223. Intensive military jet tfc S and E of arpt; acft entering arpt tfc area from SE through W. Enter arpt tfc area blo 2000′; refer to MIAMI VFR Terminal Area Chart for suggested VFR flyway routes. ACTIVATE MIRL Rwy 09–27, VASI/REIL Rwys 09–27—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.



WEATHER DATA SOURCES: ASOS 119.65 (305) 292–4046. **HIWAS** 113.5 EYW.
COMMUNICATIONS: CTAF 118.2 **ATIS** 119.675 **UNICOM** 122.95
RCO 122.1R 113.5T (MIAMI RADIO)
RCO 123.65 122.2 (MIAMI RADIO)
Ⓡ **NAVY KEY WEST APP/DEP CON** 124.025 (1200–0300Z‡) Ⓡ **MIAMI CENTER APP/DEP CON** 133.5 (0300–1200Z‡)
TOWER 118.2 (1200–0200Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.
(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 127° 2.9 NM to fld. 10/01E.
HIWAS. VOR unusable 040°–050°, 210°–240°.
FISH HOOK NDB (H) 332 FIS N24°32.90′ W81°47.18′ 076° 1.5 NM to fld.
ASR (1100–0300Z‡)
COMM/NAV/WEATHER REMARKS: FSS freqs 123.65 and 122.2 unusable 330°–015° beyond 20 NM below 1500′. VORTAC unusable 121°–139°.

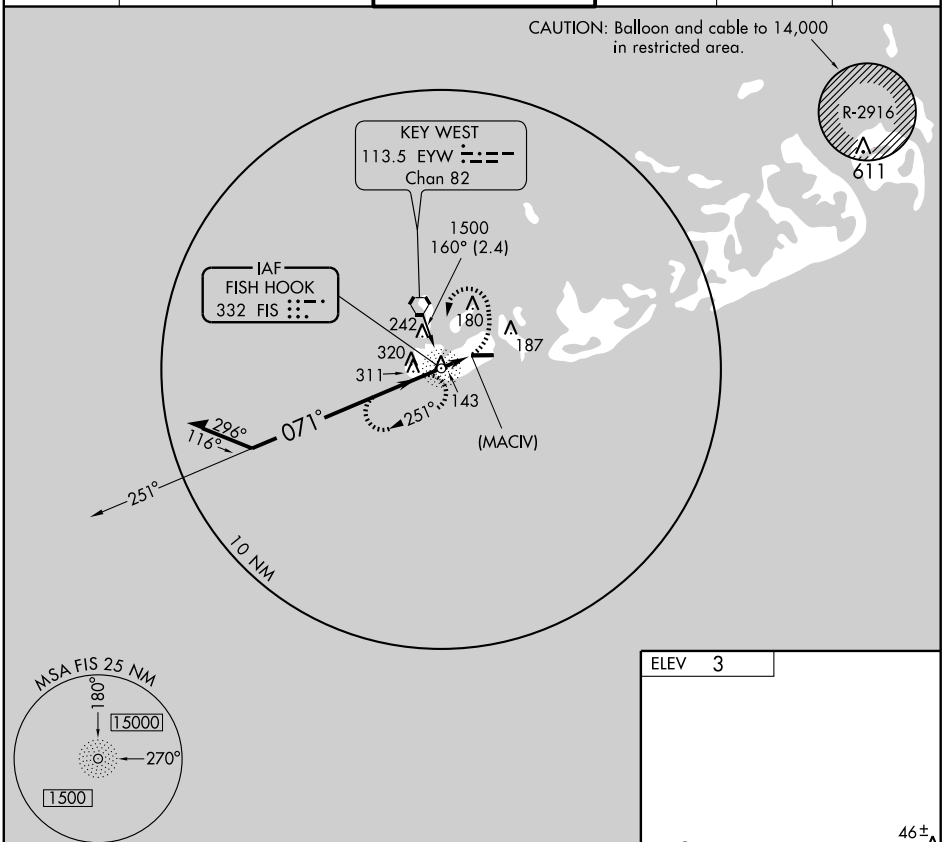
NDB FIS	APP CRS	Rwy Idg	N/A
332	071°	TDZE	N/A
		Apt Elev	3

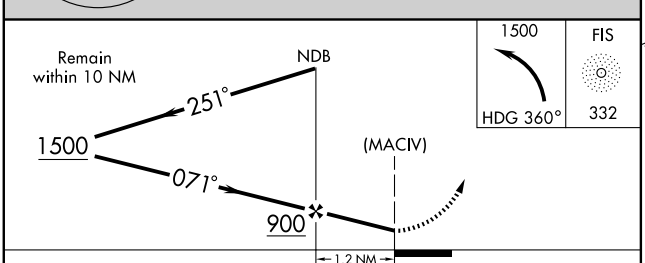
NDB or GPS-A
KEY WEST INTL (EYW)

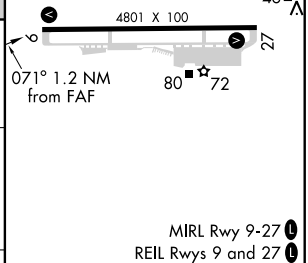
ASR

MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1	497 (500-1)	500-1½ 497 (500-1½)	620-2 617 (700-2)

FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 40405 W09A	APP CRS 093°	Rwy Idg 4801 TDZE 3 Apt Elev 3

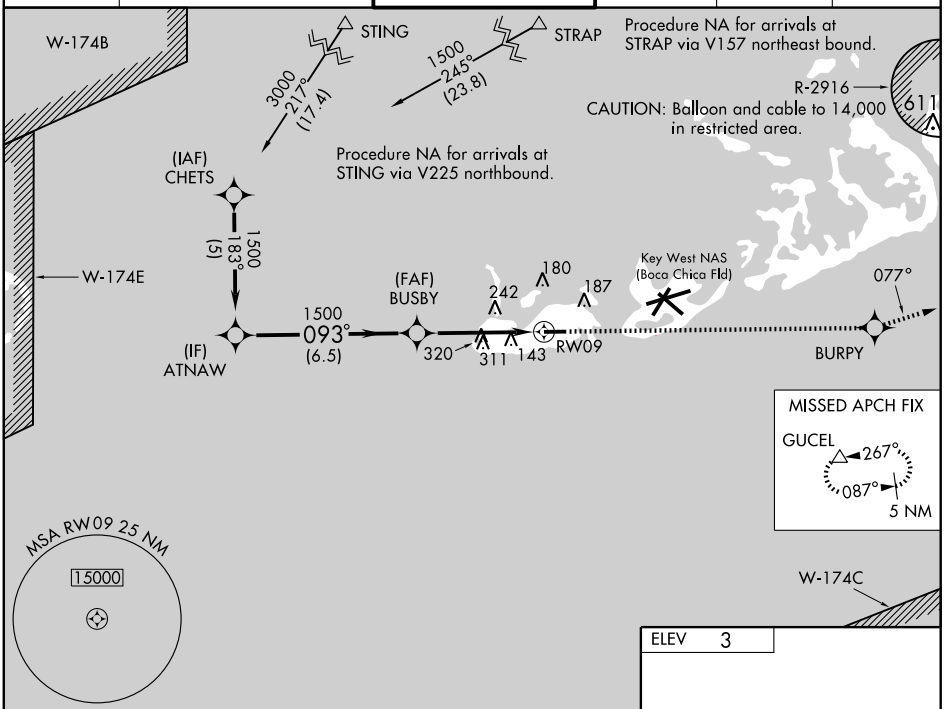
RNAV (GPS) RWY 9

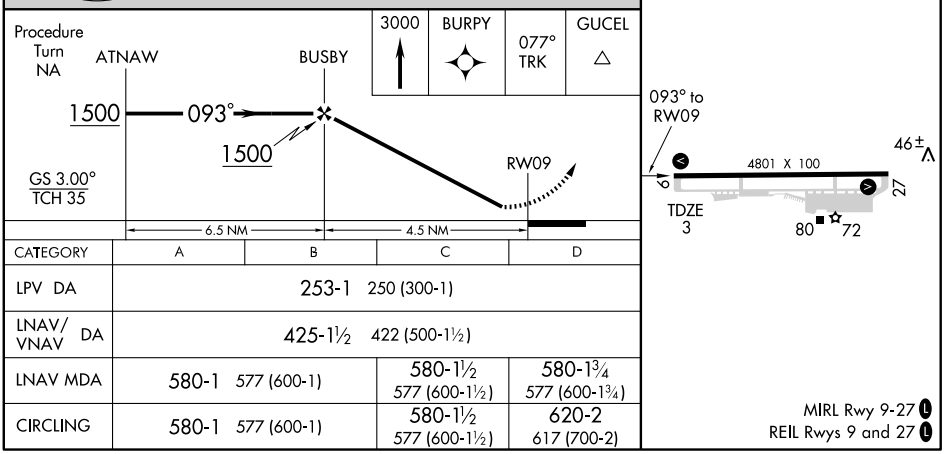
KEY WEST INTL (EYW)

V A W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV/VNAV DA	425-1½ 422 (500-1½)			
LNAV MDA	580-1 577 (600-1)		580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1 577 (600-1)		580-1½ 577 (600-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4801
CH 82100	273°	TDZE	3
W27A		Apt Elev	3

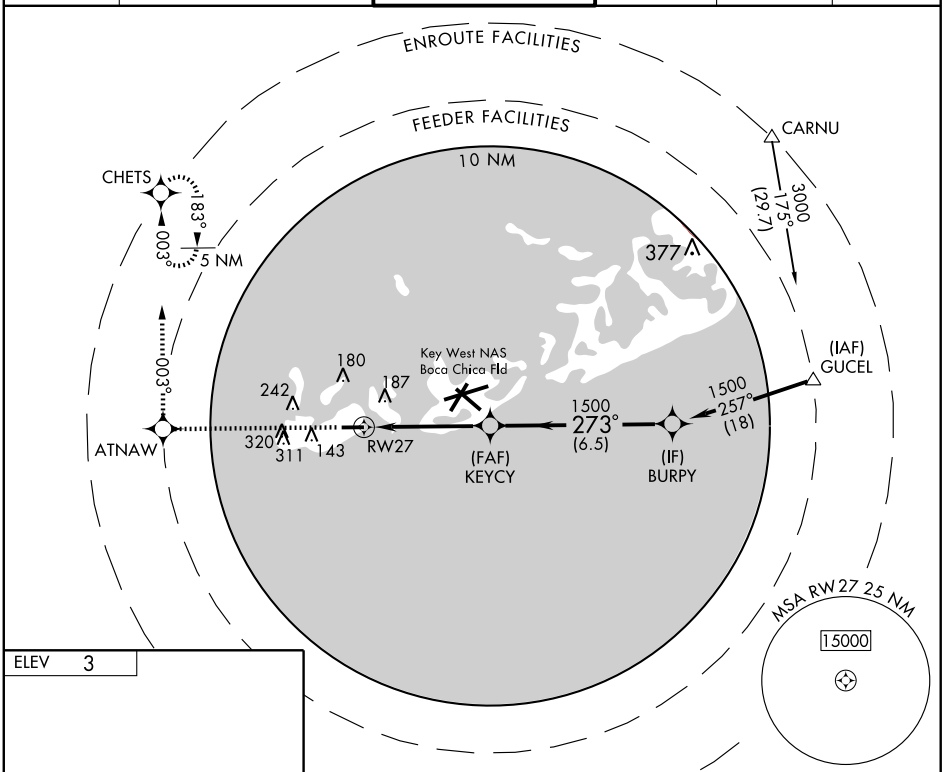
RNAV (GPS) RWY 27
KEY WEST INTL (EYW)

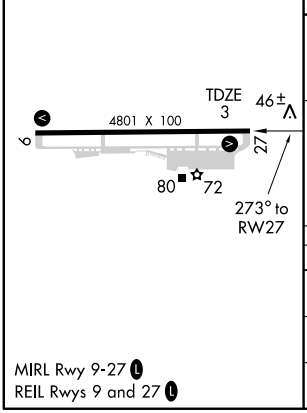
T W A ASR

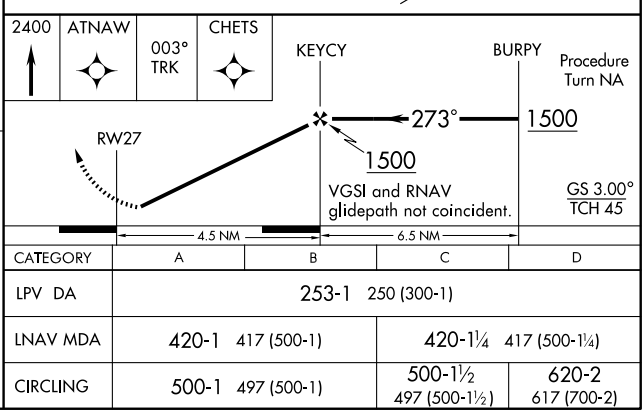
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Key West NAS/Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95



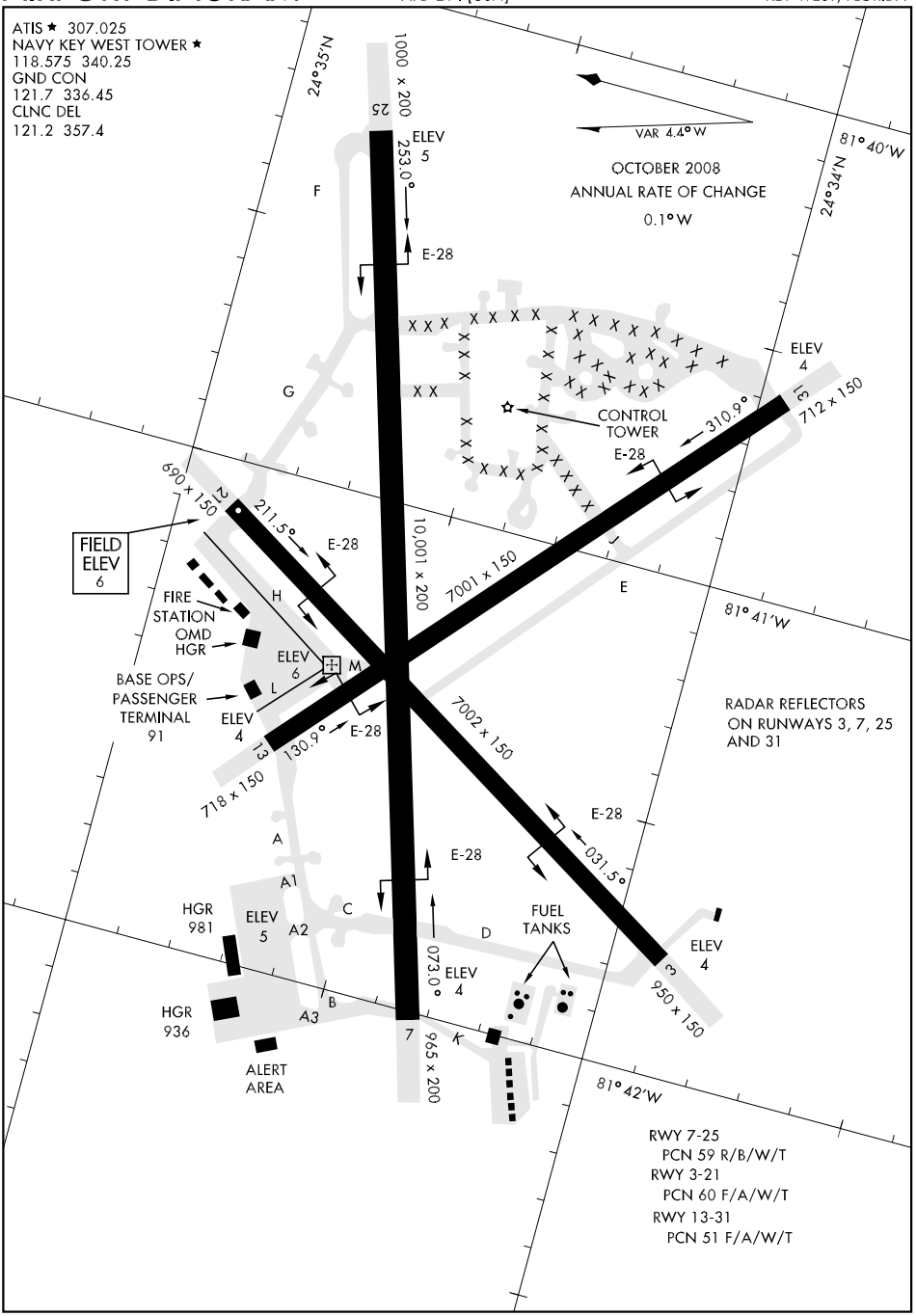




CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV MDA	420-1 417 (500-1)		420-1¼ 417 (500-1¼)	
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

KEY WEST NAS (BOCA CHICA FLD) (NQX)(KNQX) N 4 E UTC−5(−4DT) **MIAMI**
N24°34.55′ W81°41.33′ **H–8H, L–23C**
6 B NOTAM FILE MIA Not insp. **DIAP, AD**

RWY 07–25: H10001X200 (PEM) PCN 59 R/B/W/T HIRL
RWY 07: ALSF1. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 25: PAPI(P4L)—GA 3.0° TCH 43′.
RWY 03–21: H7002X150 (PEM) PCN 60 F/A/W/T HIRL
RWY 03: PAPI(P4L)—GA 3.0° TCH 36′.
RWY 21: PAPI(P4L)—GA 3.0° TCH 45′
RWY 13–31: H7001X150 (PEM) PCN 51 F/A/W/T HIRL
RWY 13: PAPI(P4L)—GA 3.0° TCH 46′.
RWY 31: PAPI(P4L)—GA 3.0° TCH 45′.

ARRESTING GEAR/SYSTEM
RWY 07 → HOOK E28(B) (1500′) HOOK E28(B) (1500′) ← **RWY 25**
RWY 03 → HOOK E28(B) (1500′) HOOK E28(B) (1200′) ← **RWY 21**
RWY 13 → HOOK E28(B) (1135′) HOOK E28(B) (1500′) ← **RWY 31**

MILITARY SERVICE: A–GEAR All E–28(B) short fld arresting gear in raised position. Except short fld arresting gear duty rwy derigged. **JASU** (NC–8A) (NCPP–105) **FUEL** J5 avbl 1100–0300Z‡. **FLUID** SP **OIL** O–128–156 **TRAN ALERT** Extensive delay tran servicing. Limited tran maintenance avbl Mon–Fri 1200–2100Z‡.

MILITARY REMARKS: Opr 1200–0300Z‡, other times by NOTAM; ctc Base OPS DSN 483–2770, C305–293–2770, fax DSN 483–2771, C305–293–2771. Base OPS not staffed outside fld hr. See FLIP AP/1 Supplementary Arpt Remarks and AP/1A. **RSTD** PPR ctc Air Terminal DSN 483–2769/2779, C305–293–2769/2779, fax DSN 483–2355, C305–293–2355. Rwy 07 Emerg or Instrument Meteorological Conditions ldg only. PAR, ASR and RNAV (GPS) practice apchs not authorized to Rwy 07. **CAUTION** Twy D not visible from twr. Unlighted ramp parallel to Twy I. R2916, Tethered Aerostat Radar System, opr continuously up to 14,000′. Key West NAS and Key West Intl have adjacent Class D, intensive civil traffic SW and NW sectors Key West NAS Class D. Bird hazard. Various unmarked/unlighted twy obstructions. **TFC PAT** Reduced rwy separation standard in effect USN/USMC acft. **CSTMS/AG/IMG** Avbl weekdays 1300–2200Z‡, except Sat–Sun and holidays. Acft req inspections ctc Base OPS 1 hr prior to arrival. **MISC** Classified material storage not avbl Base OPS.

COMMUNICATIONS: SFA **ATIS** 307.025 (1200–0300Z‡)
Ⓡ **APP/DEP CON** 124.025 126.575 289.85 313.7 (1200–0300Z‡), other times ctc
Ⓡ **MIAMI CENTER APP/DEP CON** 133.5 306.9
TOWER 118.575 305.95 340.25 361.25 (1200–0300Z‡) (305.95 Fld Carrier Landing Practice) **GND CON** 121.7 336.45 **CLNC DEL** 121.2 357.4 **PMSV METRO** 343.5 (1030–2230Z‡) **BASE OPS** 338.15

AIRSPACE: CLASS D svc 1200–0300Z‡ other times Class G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.
(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 095° 6.1 NM to fld. 10/1E. **HIWAS.** VORTAC unusable 121°–139°. VOR unusable 040°–050°, 210°–240°.
(H) TACAN Chan 78 NQX (113.1) N24°34.81′ W81°40.95′ at fld. 16/2W. TACAN ident removed 0300–1200Z‡.
ASR/PAR (1100–0300Z‡)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

KISSIMMEE GATEWAY (See ORLANDO)

KNIGHT N27°54.50′ W82°27.26′ NOTAM FILE PIE. **MIAMI**
NDB (MHW) 270 TPF at Peter O Knight. NDB unusable byd 20NM. **L–21D, 24F**

KOBRA N30°51.17′ W86°32.20′ NOTAM FILE CEW. **NEW ORLEANS**
NDB (LOM) 201 CE 170° 4.5 NM to Bob Sikes.

LA BELLE N26°49.69′ W81°23.49′ NOTAM FILE MIA **MIAMI**
(L) VORTAC 110.4 LBV Chan 41 205° 5.2 NM to La Belle Muni. 30/01E. **H–8H, L–21D, 23C**
RCO 122.1R 110.4T (MIAMI RADIO)

HI-TACAN RWY 3

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	040°	7002	4	6

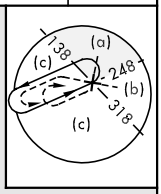
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

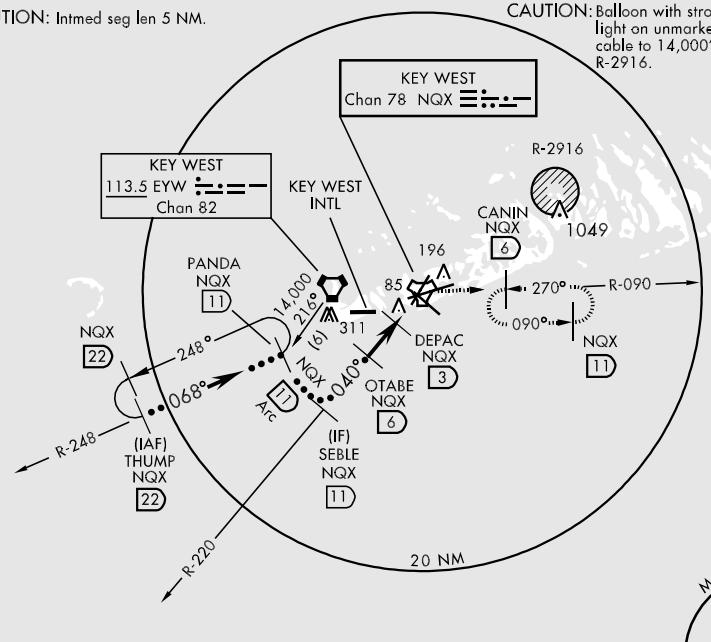
MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

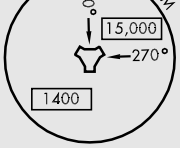
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM.

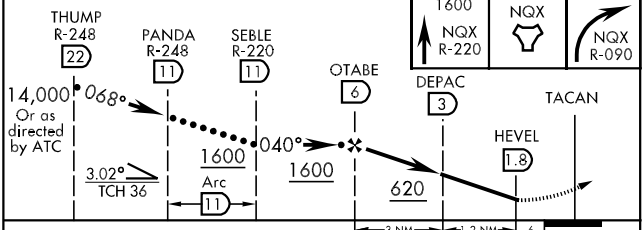
CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

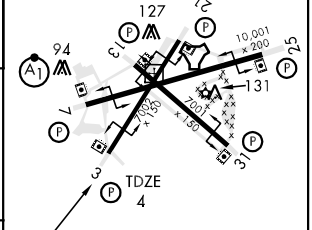






EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-3	340-1 336 (400-1)		340-1¼ 336 (400-1¼)
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	331°	7001	4	6

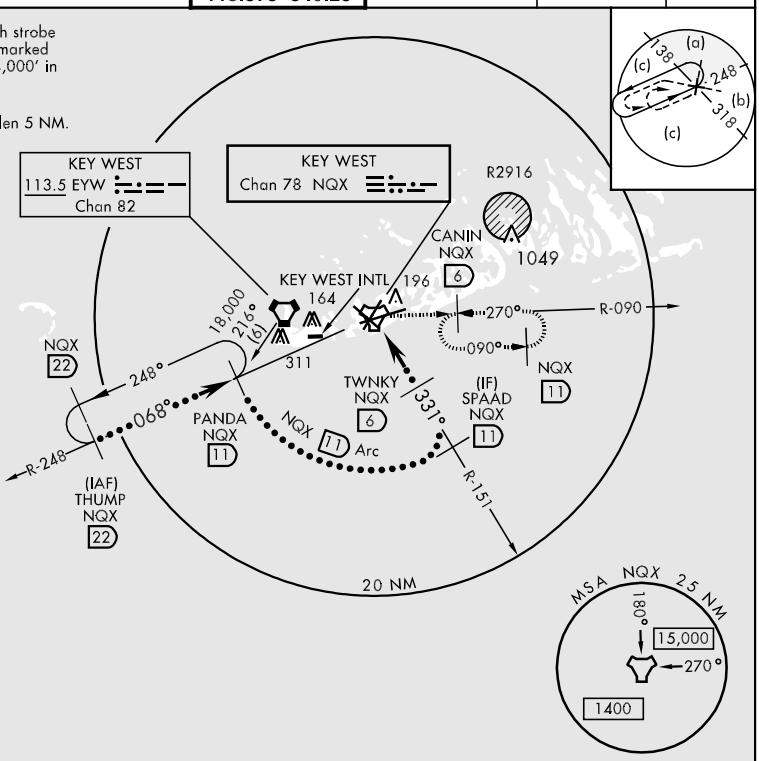
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

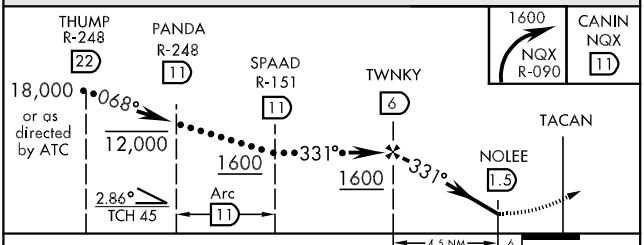
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

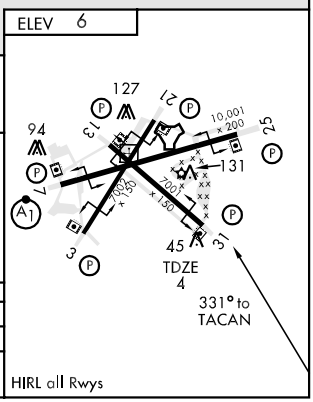
CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

CAUTION: Intmed seg len 5 NM.



EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-31	300-1	296	(300-1)
CIRCLING	500-1½ 494 (500-1½)	560-2 554	(600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	068°	10,001	4	6

JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

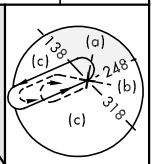
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM

CAUTION: Balloon with strobe light on unmarked cable to 14,000′ in R-2916.



KEY WEST
Chan 78 NQX

KEY WEST
113.5 EYW
Chan 82

R-2916

KEY WEST INTL

CANIN NQX 6 1049

311 94 164 187 196

14,000 216° (6)

270° R-090

090°

NQX 11

NQX 22

248°

068°

UTERE NQX 4

UCGOR NQX 2.5

OBBIN NQX 6

(IF) PANDA NQX 11

R-248

(IAF) THUMP NQX 22

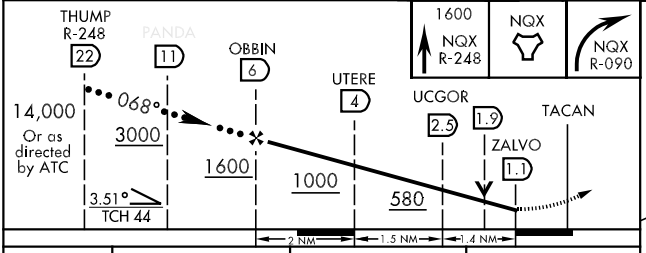
20 NM

MSA NQX 25 NM

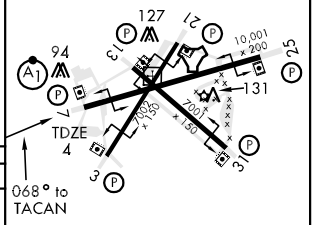
180° 15,000 270° 1400

EMERG SAFE ALT 100 NM 15,000

ELEV 6



1600 NQX R-248 | NQX | NQX R-090



CATEGORY	C	D	E
S-7 *	360-¾ 356	(400-¾)	
CIRCLING	500-1½ 494 (500-1½)	560-2 554	(600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN Z RWY 7

VORTAC EYW	APCH CRS	Rwy ldg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

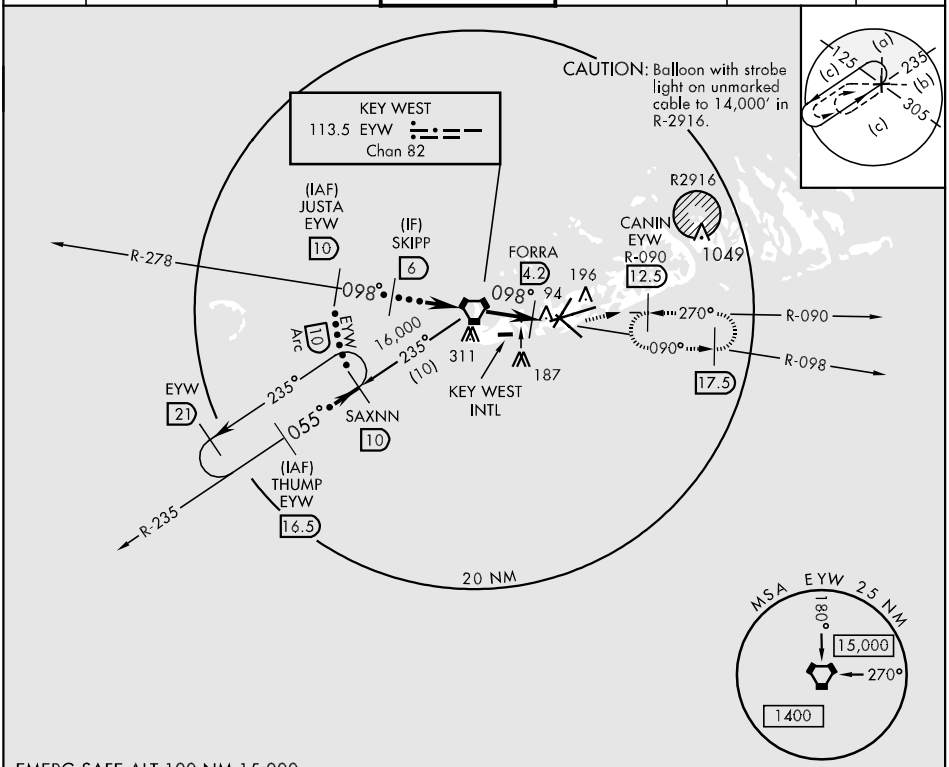
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

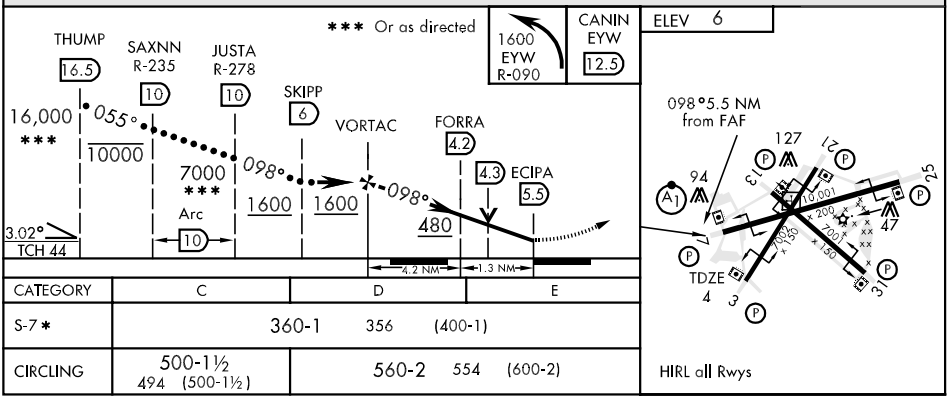
T * When ALS inop, increase CAT DE to 1¼ miles.
When VGSI inop, procedure not authorized at night.

ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	C	D	E
S-7 *	360-1 356 (400-1)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 3

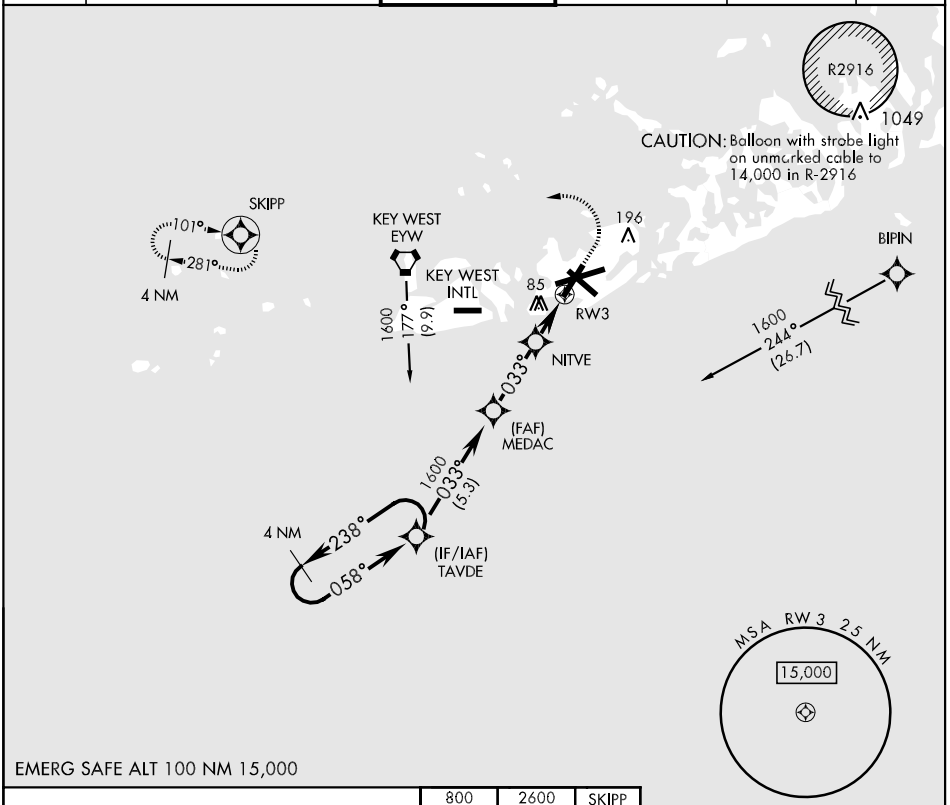
APCH CRS	Rwy Idg	7002
033°	TDZE	4
	Arpt Elev	6

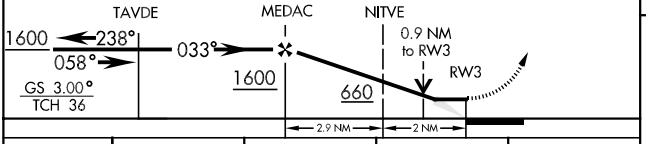
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F).

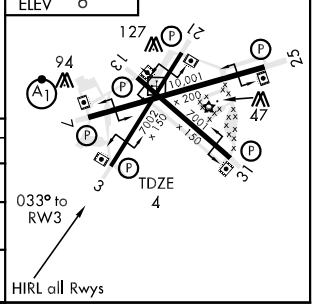
MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV MDA	263-1		259	(300-1)
LNAV/VNAV DA	340-1		336	(400-1)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APCH CRS	Rwy Idg	10,001
075°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

T *When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3NA.

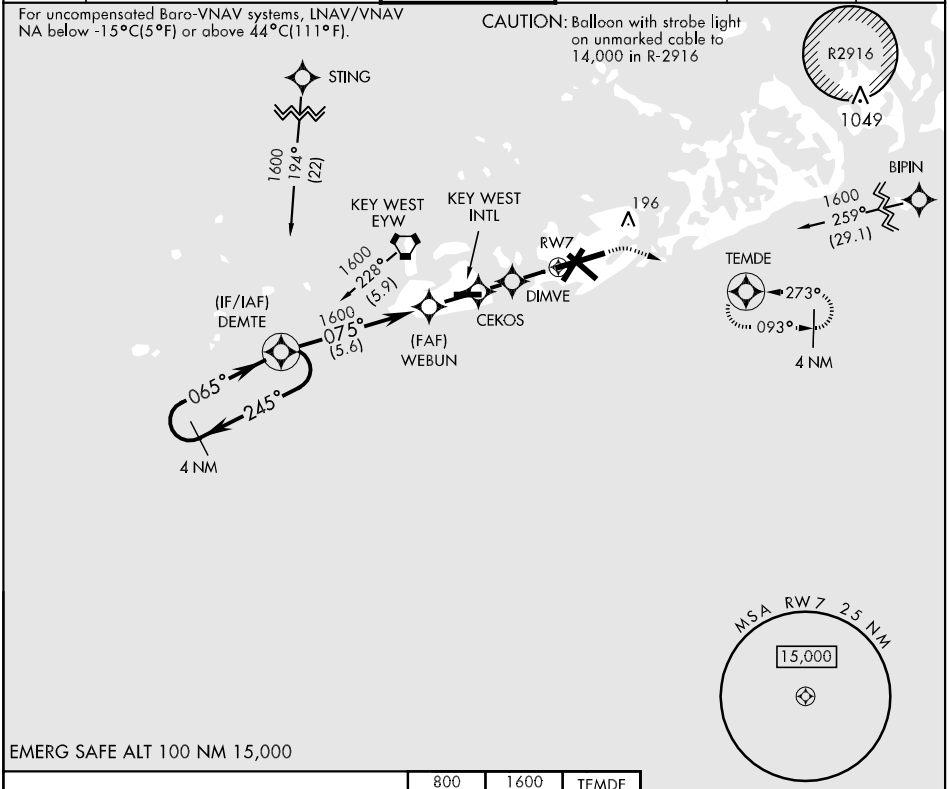
ALSF-1

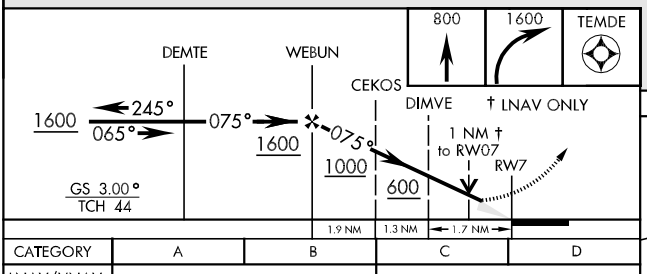
MISSED APPROACH: Climb to 800, then climbing right turn to 1600 direct TEMDE and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

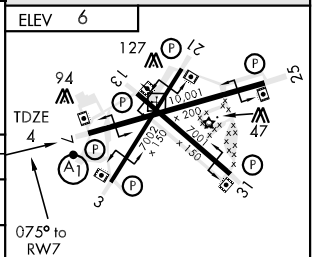
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916





ELEV 6



CATEGORY	A	B	C	D
LNAV/VNAV DA*	263-½ 259 (300-½)		263-¾ 259 (300-¾)	
LNAV MDA**	360-½ 356 (400-½)		360-¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

RNAV (GPS) RWY 13

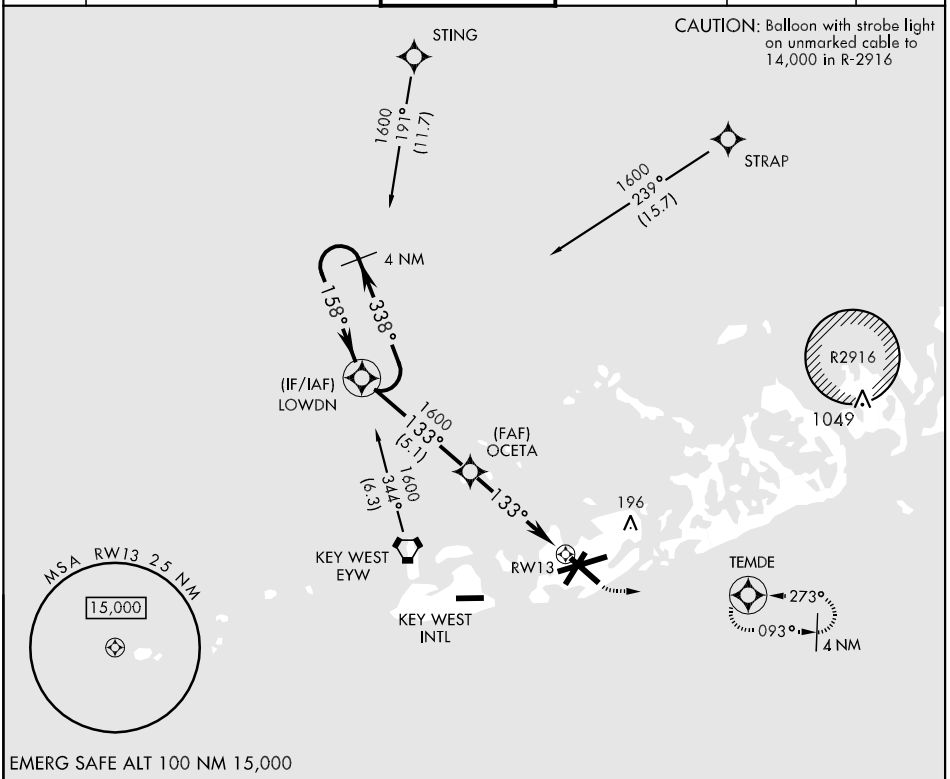
APCH CRS	Rwy Idg	TDZE	Arpt Elev
133°	7001	4	6

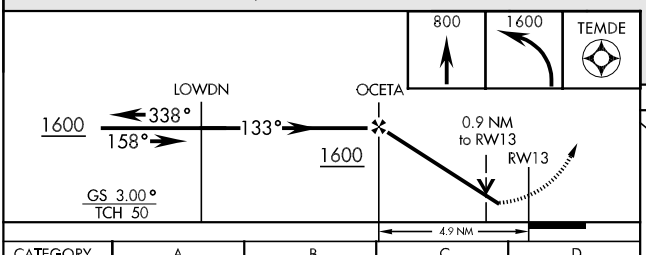
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

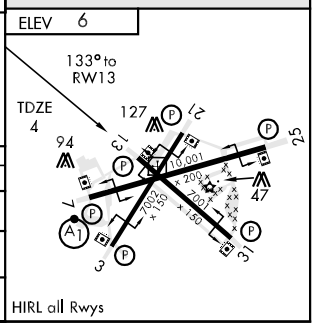
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 1600 direct TEMDE and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
LNAV/VNAV DA	288-1	284	(300-1)	
LNAV MDA	380-1	376	(400-1)	380-1¼ 376 (400-1¼)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	10,001
255°	TDZE	5
	Arpt Elev	6

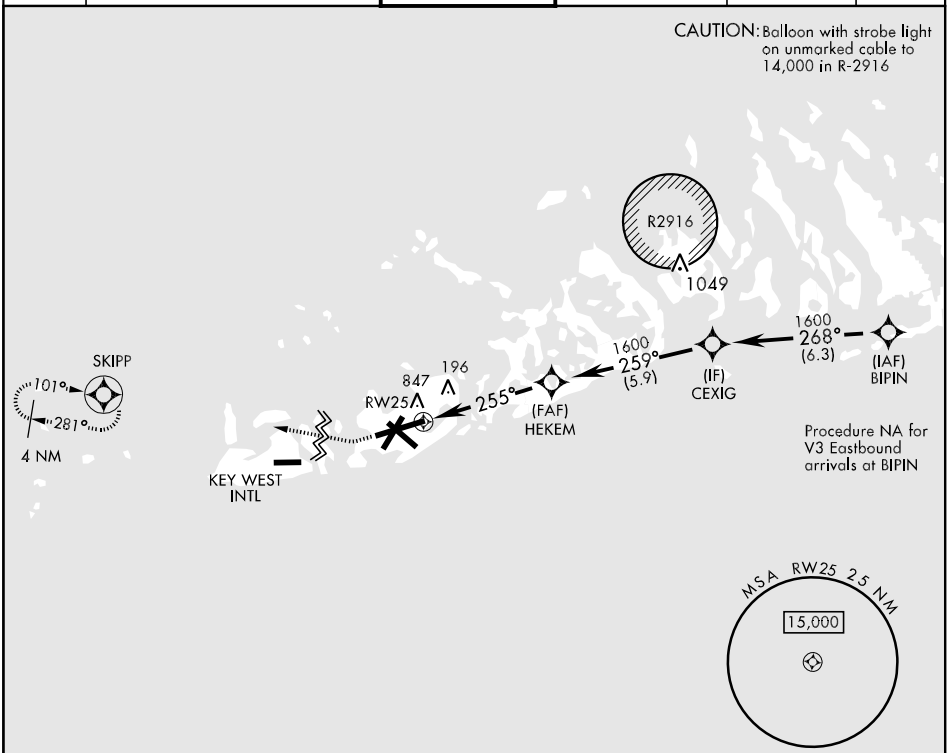
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

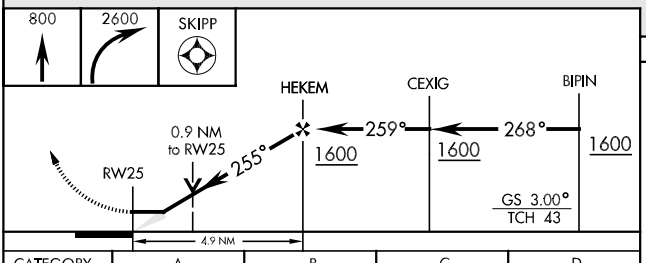
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

MISSED APPROACH: Climb to 800, then climbing right turn to 2600 direct SKIPP and hold.

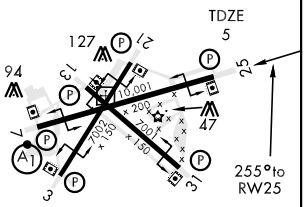
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916





ELEV 6



CATEGORY	A	B	C	D
LNAV/VNAV DA	292-1	287	(300-1)	
LNAV MDA	340-1	335	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APCH CRS	Rwy Idg	7001
313°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5.3 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

R2916
1049

Procedure NA for V3 Eastbound arrivals at BIPIN

SKIPP
101°
281°
4 NM

196

RW31

313°

KEY WEST INTL

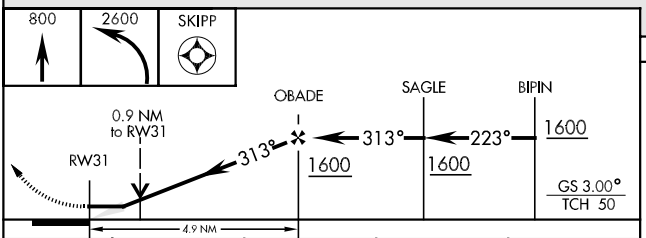
(IAF) BIPIN
1600
223°
(14.2)

(FAF) OBADE
1600
313°
(5.3)

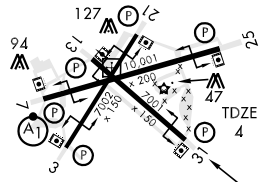
(IF) SAGLE

MSA RW31 2.5 NM
15,000

EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
LNAV MDA	292-1	288	(300-1)	
LNAV/VNAV DA	340-1	336	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 3

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NQX Chan 78	040°	7002	4	6

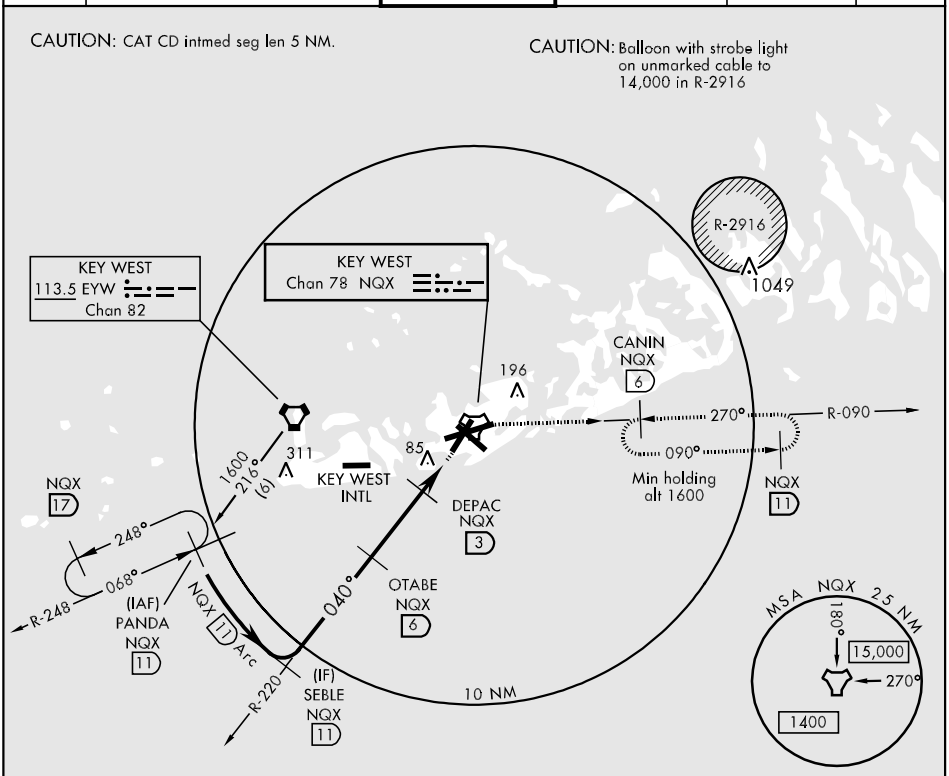
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

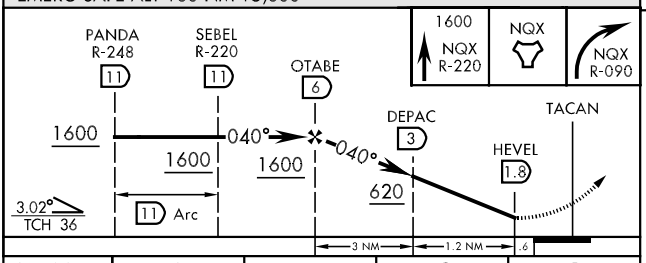
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

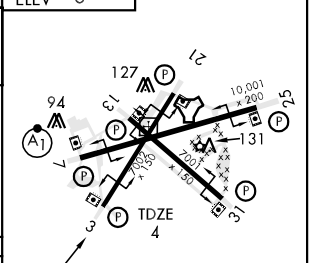
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-3	340-1 336 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 25

TACAN	APCH CRS	Rwy Idg	10,001
Chan 78	270°	TDZE	5
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing left turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

KEY WEST 113.5 EYW Chan 82

KEY WEST Chan 78 NQX

R-2916 1049

(IAF) CANIN NQX 6

196

1600 090° (12.5)

KEY WEST INTL

270° R-090

090°

Min holding alt 1600

NQX 11

MSA NQX 25 NM 180° 15,000 270° 1400

10 NM

EMEG SAFE ALT 100 NM 15,000

1600 NQX R-090 CANIN NQX 6

CANIN NQX R-090 6

TACAN

UBUCI 1

1.9

270°

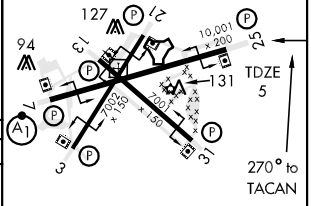
090° 1600

270° 1600

2.71° TCH 43

5 NM

ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 31

TACAN	NQS	APCH CRS	Rwy Idg	7001
Chan	78	331°	TDZE	4
			Arpt Elev	6

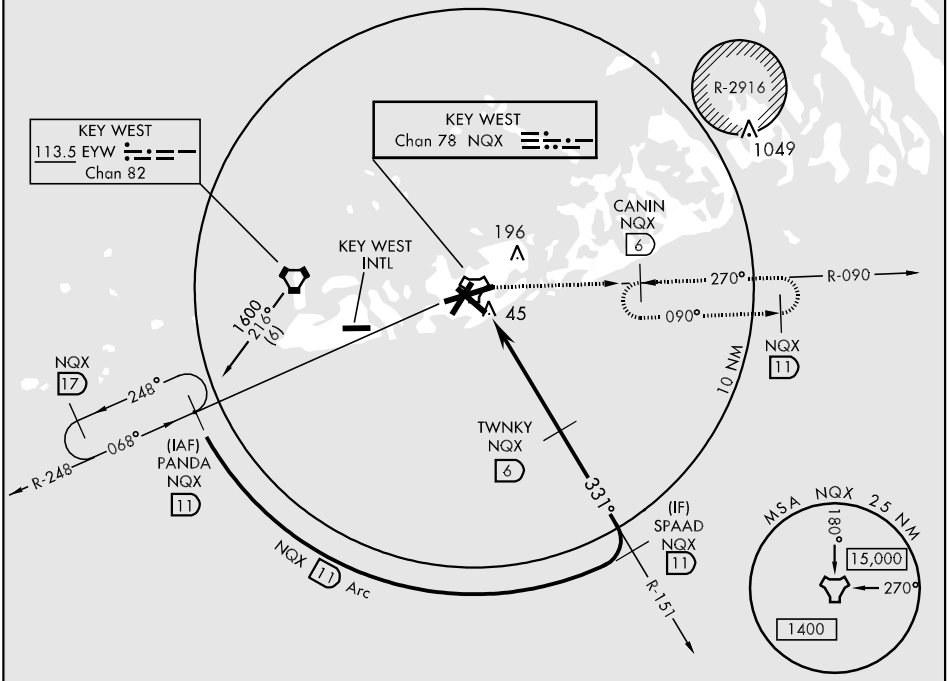
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600, intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

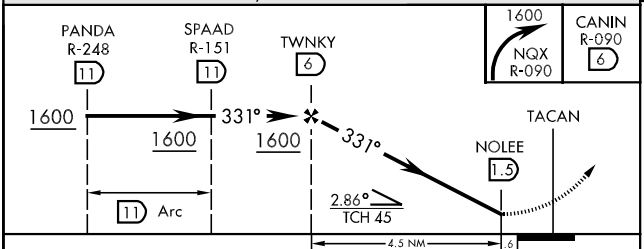
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

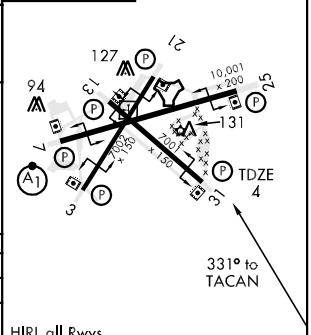
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-31	300-1 296 (300-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NQX Chan 78	068°	10,001	4	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

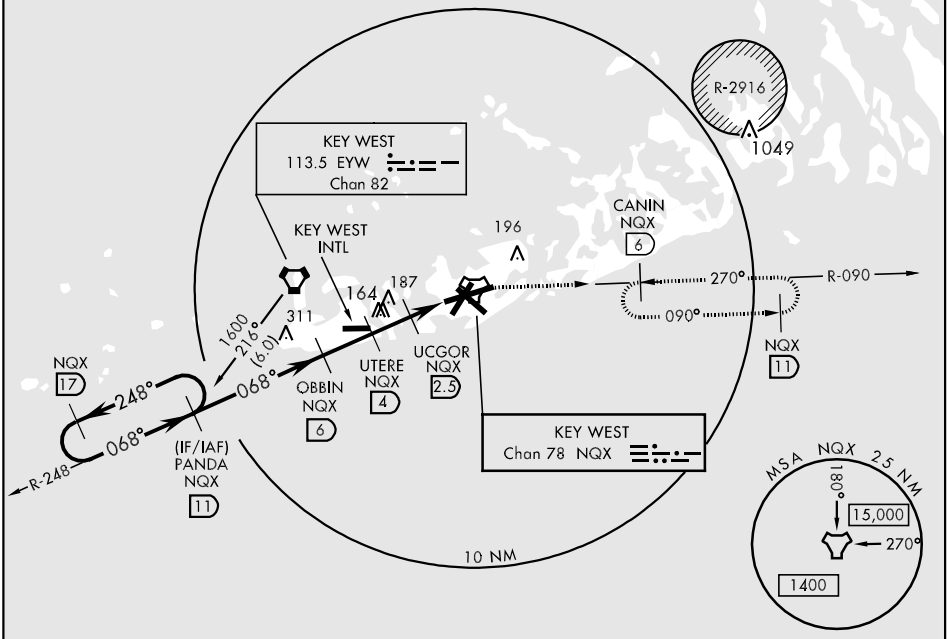
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

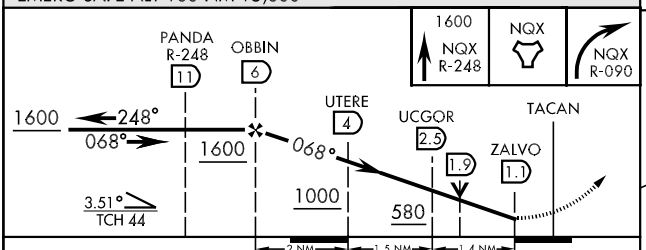
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

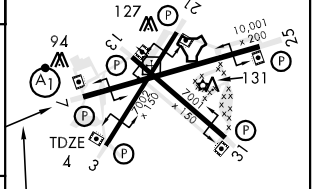
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-7 *	360- ½ 356 (400-½)		360- ¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

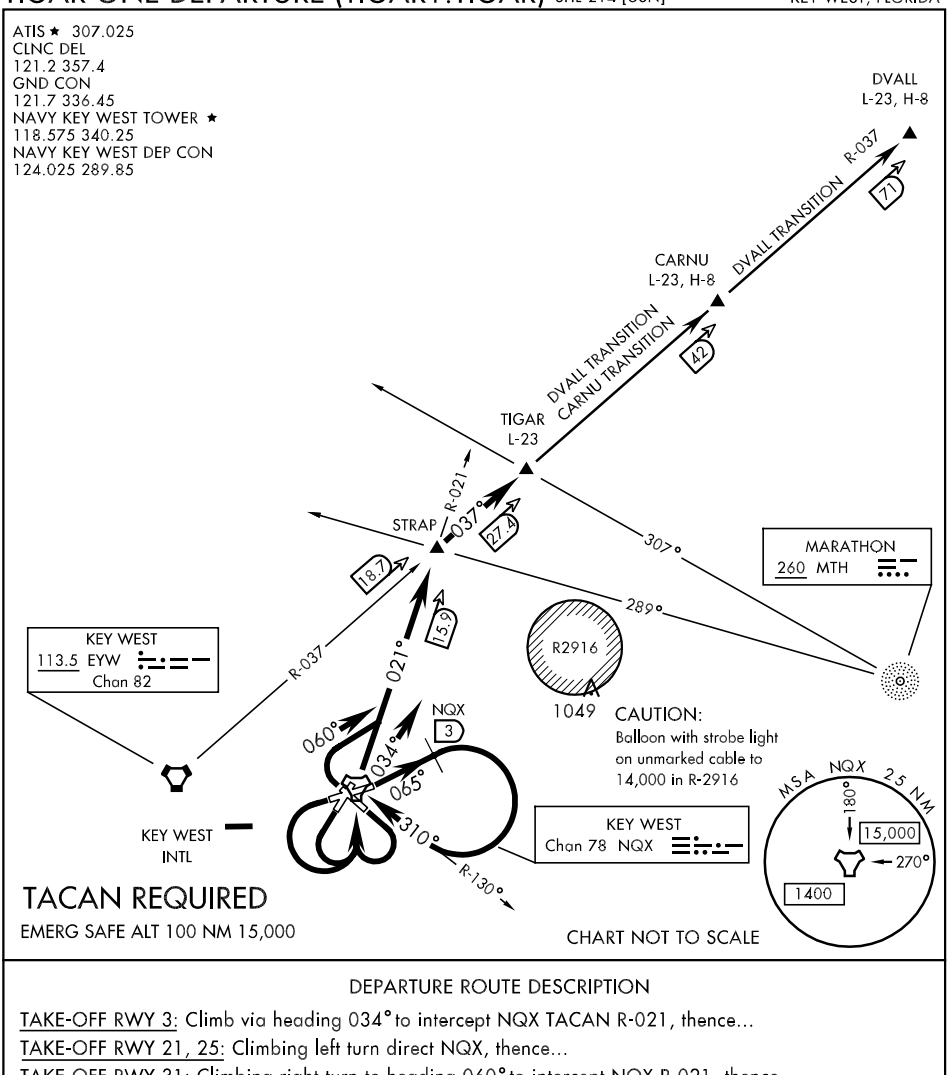
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TIGAR ONE DEPARTURE (TIGAR1.TIGAR)

SHL-214 [USN]

KEY WEST, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb via heading 034° to intercept NQX TACAN R-021, thence...

TAKE-OFF RWY 21, 25: Climbing left turn direct NQX, thence...

TAKE-OFF RWY 31: Climbing right turn to heading 060° to intercept NQX R-021, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX 3 DME, turn right to intercept R-130 inbound to NQX, thence...

TAKE-OFF RWY 13: Climbing right turn direct NQX, thence...

...via NQX R-021 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME or TACAN Z RWY 7

EYW VORTAC	APCH CRS	Rwy Idg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

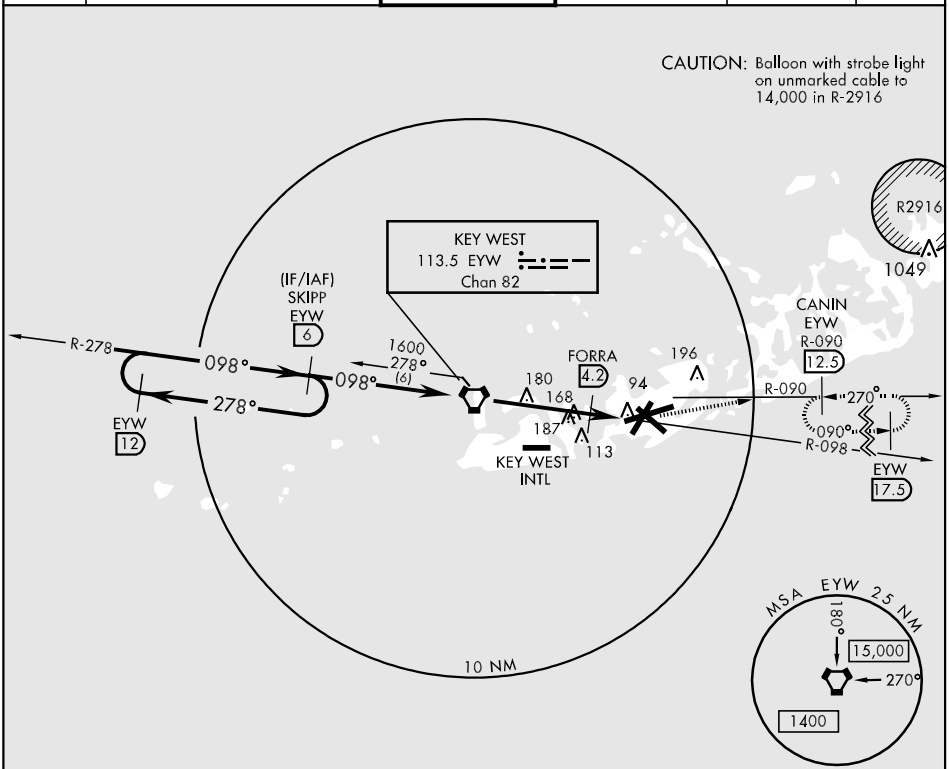
* When ALS inop, increase vis CAT D to 1¼ miles.
When VGSI inop, procedure not authorized at night.

ALSF-1

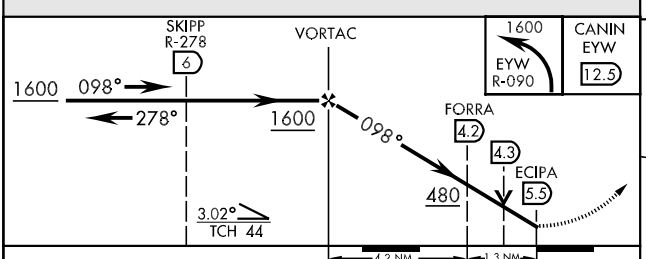
MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

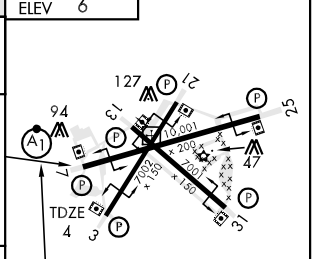


EMERG SAFE ALT 100 NM 15,000



CATEGORY	A	B	C	D
S-7 *	360-1 356 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

ELEV 6



HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 25

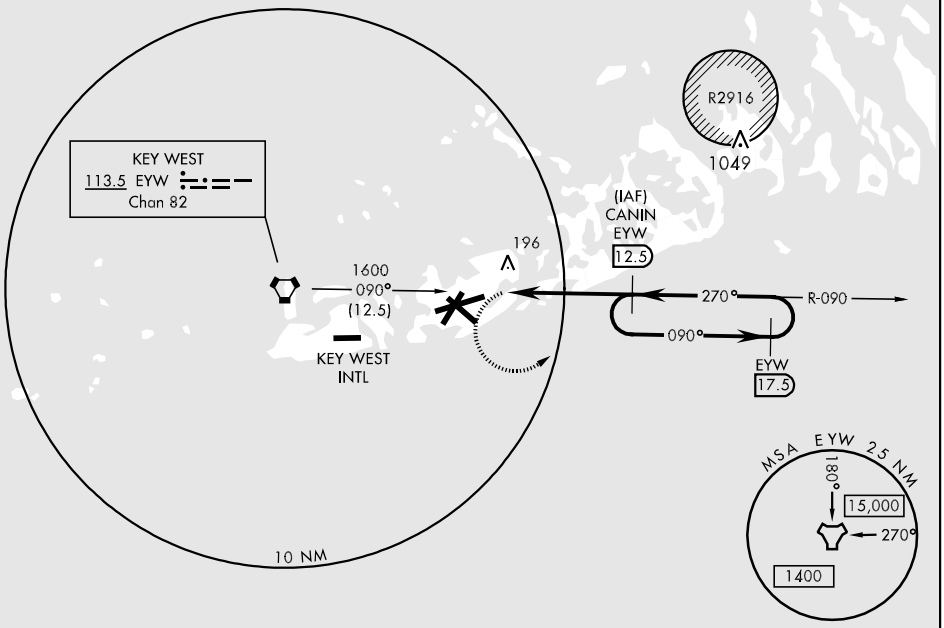
EYW VORTAC 113.5 Chan 82	APCH CRS 270°	Rwy Idg 10,001 TDZE 5 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

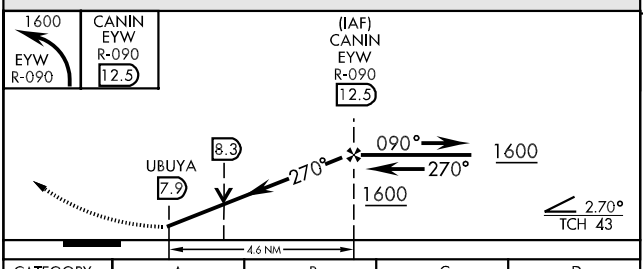
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

SE-3, 23 SEP 2010 to 21 OCT 2010

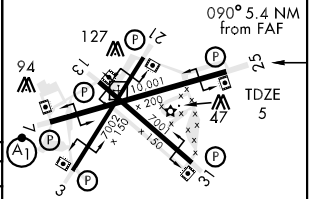
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMEG SAFE ALT 100 NM 15,000



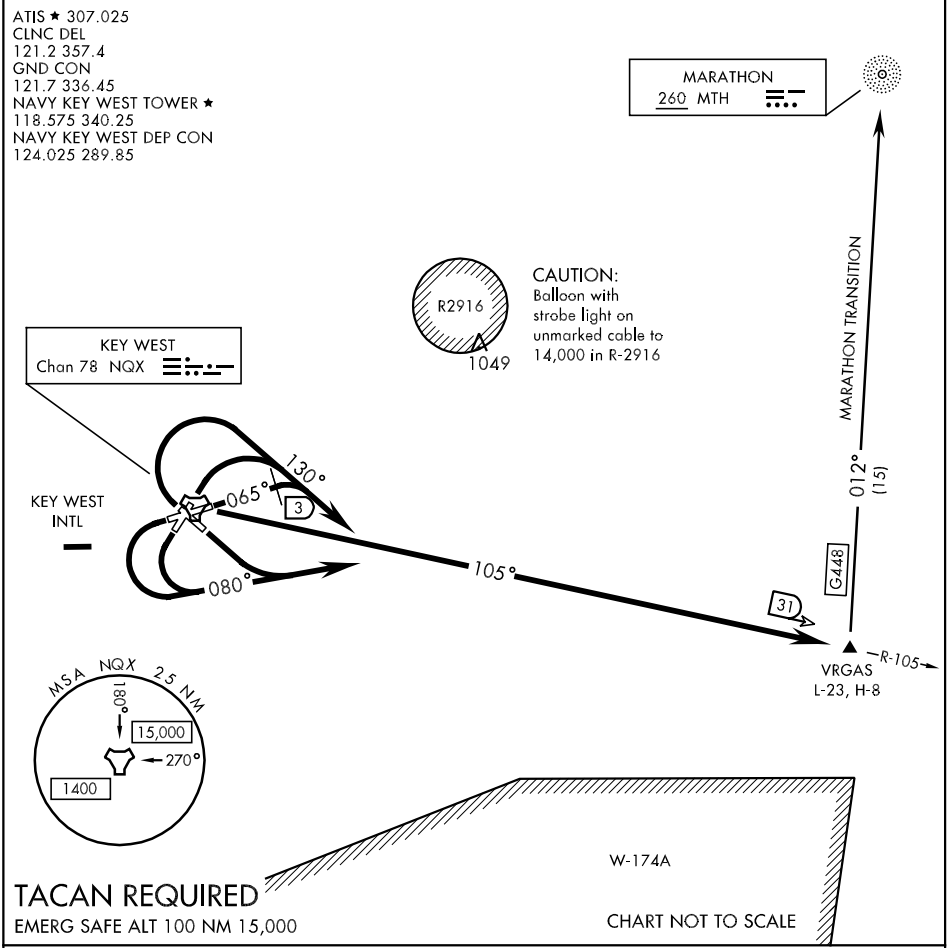
ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

VRGAS ONE DEPARTURE (VRGAS1.VRGAS)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3, 31: Climbing right turn to heading 130°, thence...

TAKE-OFF RWY 13, 21, 25: Climbing left turn to heading 080°, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX TACAN 3 DME, turn right to heading 130°, thence...

...intercept NQX R-105 to VRGAS, then via assigned transition or route.

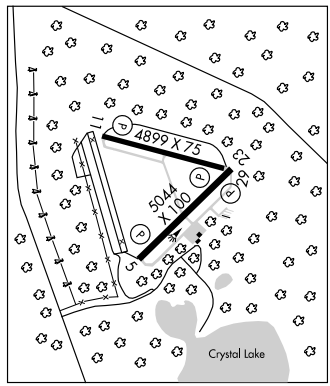
MARATHON TRANSITION (VRGAS1.MTH): Via heading 012°on G448 to MTH NDB.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

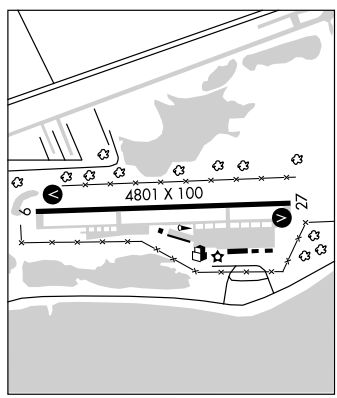
KEYES N25°47.44′ W80°11.65′ NOTAM FILE MIA. MIAMI
NDB (LOM) 248 MI 278° 5.2 NM to Miami Intl. SHUTDOWN. L–23C, A

KEYSTONE HEIGHTS

KEYSTONE AIRPARK (42J) 3 N UTC−5(−4DT) N29°50.69′ W82°02.85′ JACKSONVILLE
196 B S4 **FUEL** 100LL, JET A TPA—1196(1000) NOTAM FILE GNV H–8H, 12F, L–21D, 24G
RWY 05–23: H5044X100 (ASPH) S–40, D–80, 2S–102 MIRL 0.4% up NE IAP
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 23: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 11–29: H4899X75 (ASPH) S–30, D–60 HIRL
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 29: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Self serve aviation gas avbl 24 hrs with credit card. Jet A by appointment. Call 352–473–0031. CAUTION—Animals on and invof arpt. Restricted Area 2903A 1.5 miles Rwy 23 end. Fly left traffic to avoid. Rwy 11–29 restricted by arpt manager to acft 12,500 pounds gross weight or less. ACTIVATE MIRL Rwy 05–23 and HIRL Rwy 11–29—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.275 (352) 473–8273.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **JACKSONVILLE APP/DEP CON** 118.175 (6000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 056° 14.9 NM to fld. 128/04W. **HIWAS.**



KEY WEST INTL (EYW) 2 E UTC−5(−4DT) N24°33.37′ W81°45.57′ MIAMI
3 B S4 **FUEL** 100, JET A AOE Class I, ARFF Index B NOTAM FILE EYW L–21D, 23C
RWY 09–27: H4801X100 (ASPH–GRVD) S–75, D–125, 2D–195 MIRL IAP, AD
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 34′. Rgt tfc.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 34′.
AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. CAUTION: Numerous flocks of birds on and in the vicinity of airport. Departing VFR acft requested to maintain rwy heading until reaching fld boundary, then execute turns for N or S dep. CAUTION—Restricted area R–2916 located 14 NM NE of arpt has strobe–lgtd and marked balloon and cable to 14,000 ft. Extremely noise sensitive area. Urge no ops 0400–1200Z‡. Use NBAA close in noise abatement procedures other times. Local ordinance rqr engine runups in designated area on N side commercial ramp from 0400–1200Z‡ and fines. PPR for unscheduled air carrier operations with more than 30 passenger seats 0430–1045Z‡; Call arpt manager 305–296–7223. PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305–296–7223. Intensive military jet tfc S and E of arpt; acft entering arpt tfc area from SE through W. Enter arpt tfc area blo 2000′; refer to MIAMI VFR Terminal Area Chart for suggested VFR flyway routes. ACTIVATE MIRL Rwy 09–27, VASI/REIL Rwys 09–27—CTAF. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.



WEATHER DATA SOURCES: ASOS 119.65 (305) 292–4046. **HIWAS** 113.5 EYW.
COMMUNICATIONS: CTAF 118.2 **ATIS** 119.675 **UNICOM** 122.95
RCO 122.1R 113.5T (MIAMI RADIO)
RCO 123.65 122.2 (MIAMI RADIO)
Ⓡ **NAVY KEY WEST APP/DEP CON** 124.025 (1200–0300Z‡) Ⓡ **MIAMI CENTER APP/DEP CON** 133.5 (0300–1200Z‡)
TOWER 118.2 (1200–0200Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.
(H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 127° 2.9 NM to fld. 10/01E.
HIWAS. VOR unusable 040°–050°, 210°–240°.
FISH HOOK NDB (H) 332 FIS N24°32.90′ W81°47.18′ 076° 1.5 NM to fld.
ASR (1100–0300Z‡)
COMM/NAV/WEATHER REMARKS: FSS freqs 123.65 and 122.2 unusable 330°–015° beyond 20 NM below 1500′. VORTAC unusable 121°–139°.

APP CRS	Rwy Idg	5044
050°	TDZE	190
	Apt Elev	196

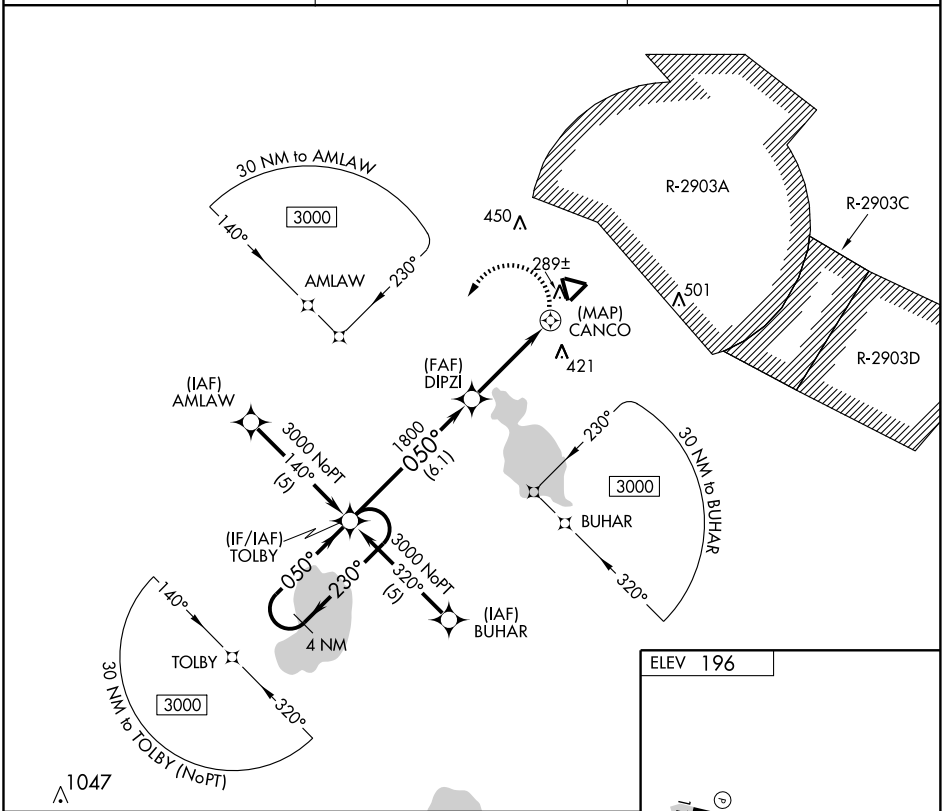
RNAV (GPS) RWY 5

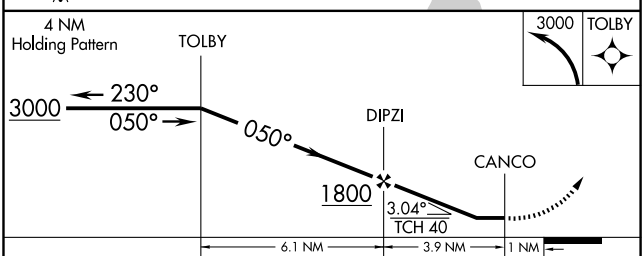
KEYSTONE AIRPARK (42J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.

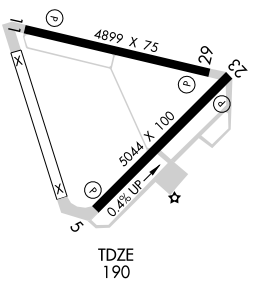
AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA

ELEV 196



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC GNV	APP CRS	Rwy Idg	5044
116.2	057°	TDZE	190
Chan 109		Apt Elev	196

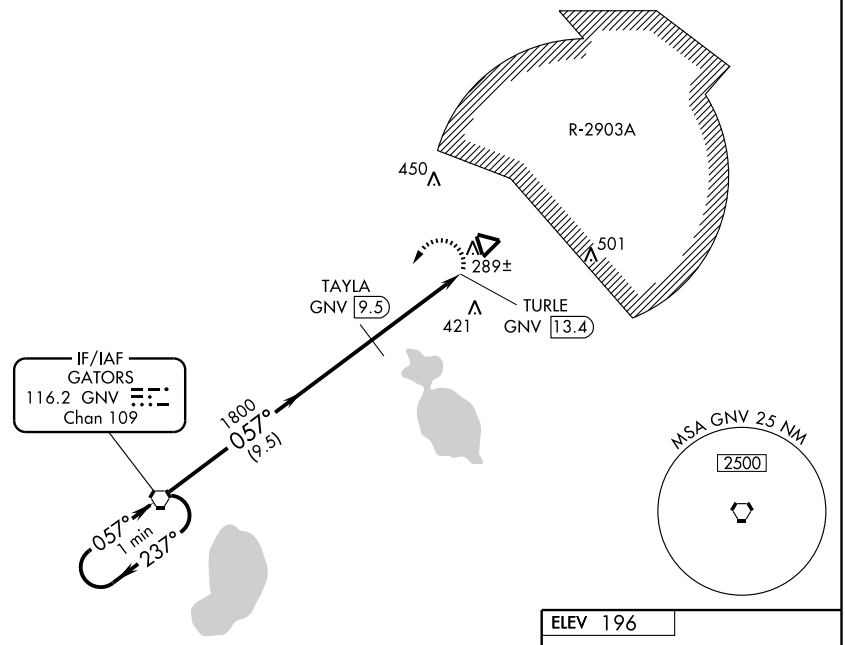
VOR/DME RWY 5

KEYSTONE AIRPARK (42J)

Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received use Gainesville altimeter setting and increase all MDA 60 feet; increase S-5 Cat C visibility ¼ mile.

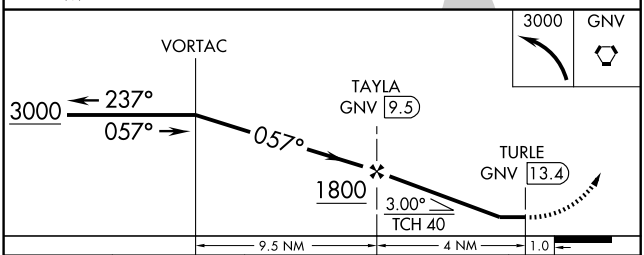
MISSED APPROACH: Climbing left turn to 3000 direct GNV VORTAC and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L



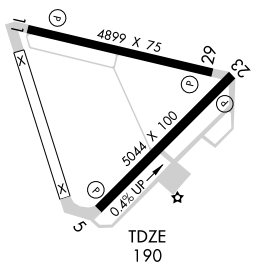
NoPT for arrival on GNV VORTAC airway radials 179 CW 308.

1047



CATEGORY	A	B	C	D
S-5	680-1¼	490 (500-1¼)		NA
CIRCLING	680-1¼	484 (500-1¼)	680-1½ 484 (500-1½)	NA

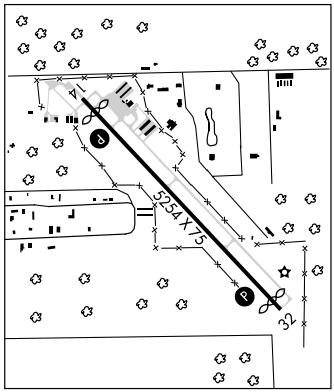
ELEV 196



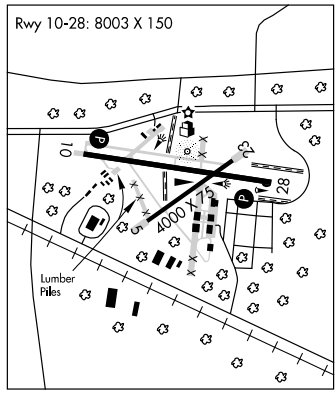
REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE MUNI (X14) 1 S UTC−5(−4DT) N26°44.44′ W81°25.70′ **MIAMI**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–21D, 23C**
RWY 14–32: H5254X75 (ASPH) MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Thld dsplcd 350′. Road.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 129′. P–line.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs by credit card.Tkf and ldg on turf area are done so at pilot's own risk. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.4T (MIAMI RADIO)
Ⓡ **FORT MYERS APP/DEP CON** 126.8 (1100–0500Z‡)
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
(L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 200° 5.6 NM to fld. 30/01E.



LAKE CITY MUNI (LCQ) 3 E UTC−5(−4DT) N30°10.92′ W82°34.61′ **JACKSONVILLE**
201 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8H, 12F, L–21D, 24G**
RWY 10–28: H8003X150 (ASPH) S–75, D–105, 2D–250 MIRL **IAP**
RWY 10: PAPI(P2L). Trees.
RWY 28: REIL. PAPI(P2L). Trees. Rgt tfc.
RWY 05–23: H4000X75 (ASPH) MIRL
RWY 05: Trees. **RWY 23:** Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt attended other times by NOTAM. Unlit 60 ft poles on movement area. Helicopters advised to taxi on paved areas only. ACTIVATE MIRL Rwys 05–23 and 10–28 and PAPI Rwy 10 and Rwy 28 and REIL Rwy 28–122.7.
WEATHER DATA SOURCES: AWOS–3 120.675 (386) 754–9366.
COMMUNICATIONS: CTAF 119.2 **UNICOM** 122.7
RCO 122.6 (GAINESVILLE RADIO)
Ⓡ **JAX CENTER APP/DEP CON** 125.375
TOWER 119.2 (1300–2130Z‡ Mon–Fri) **GND CON** 121.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 187° 19.4 NM to fld. 140/03W.
NDB (MHW) 204 LCQ N30°11.12′ W82°34.72′ at fld. NDB unmonitored 2200–1200Z‡.
COMM/NAV/WEATHER REMARKS: Twr may be open at other than published hrs, monitor CTAF at all times.



LAKELAND

SOUTH LAKELAND (X49) 1 S UTC−5(−4DT) N27°56.00′ W82°02.64′ **MIAMI**
110 NOTAM FILE PIE
RWY 14–32: 3115X100 (TURF)
RWY 14: Road. Trees. Rgt tfc. **RWY 32:** Trees.
AIRPORT REMARKS: Attended Sat–Sun 1200–dusk. Parachute jumping and ultralight activity on invof arpt. No powered parachute or gyro ops without written permission from arpt owner. Thlds marked with 3 white buckets perpendicular to centerline. Arpt has no nighttime ops. Turf rwys may hold water after rain.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy ldg	4904
CH 56406	142°	TDZE	19
W14A		Apt Elev	20

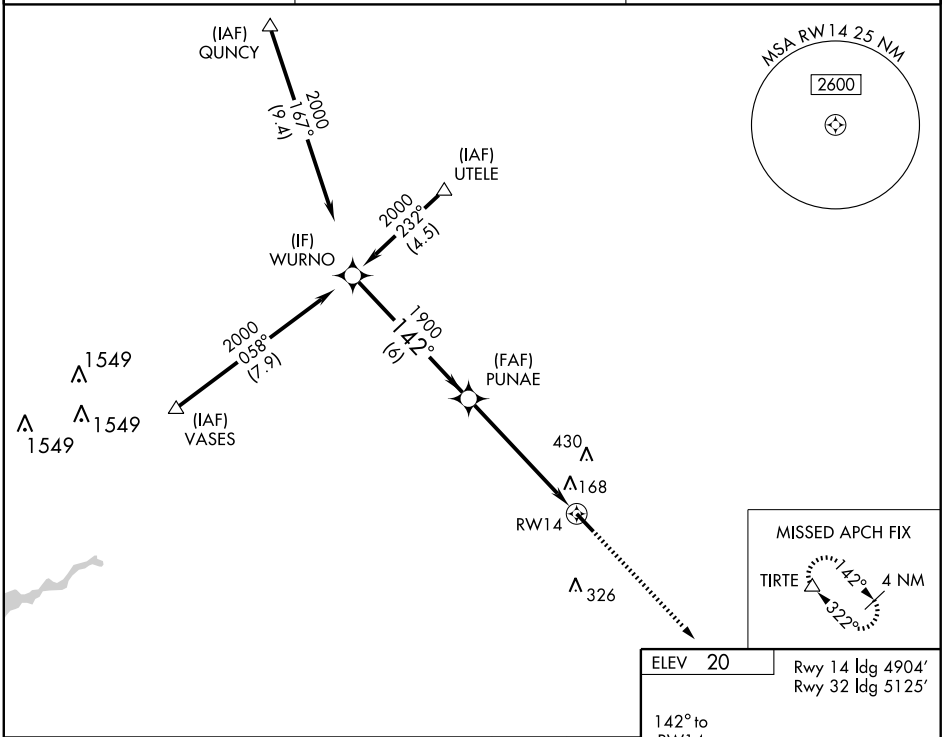
RNAV (GPS) RWY 14

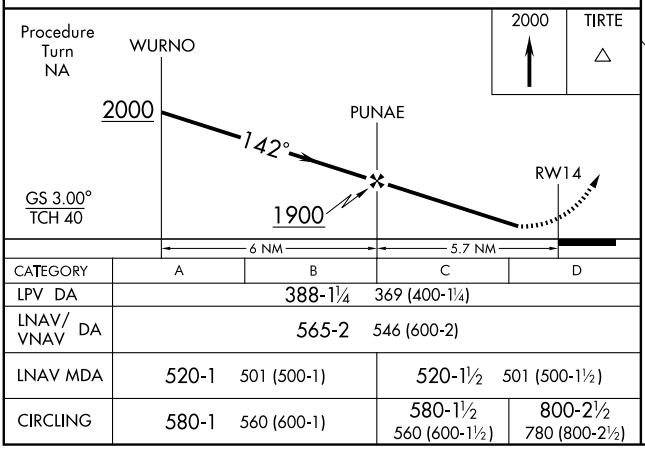
LA BELLE MUNI (X14)

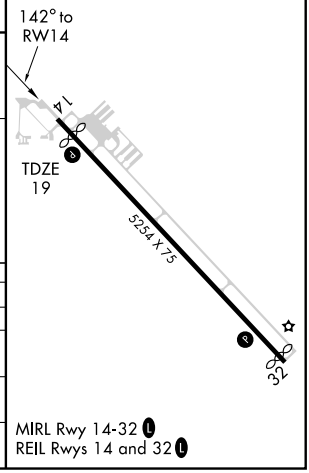
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all DAs 8 feet, all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		388-1¼	369 (400-1¼)	
LNAV/VNAV DA		565-2	546 (600-2)	
LNAV MDA	520-1	501 (500-1)	520-1½	501 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
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RNAV (GPS) RWY 32

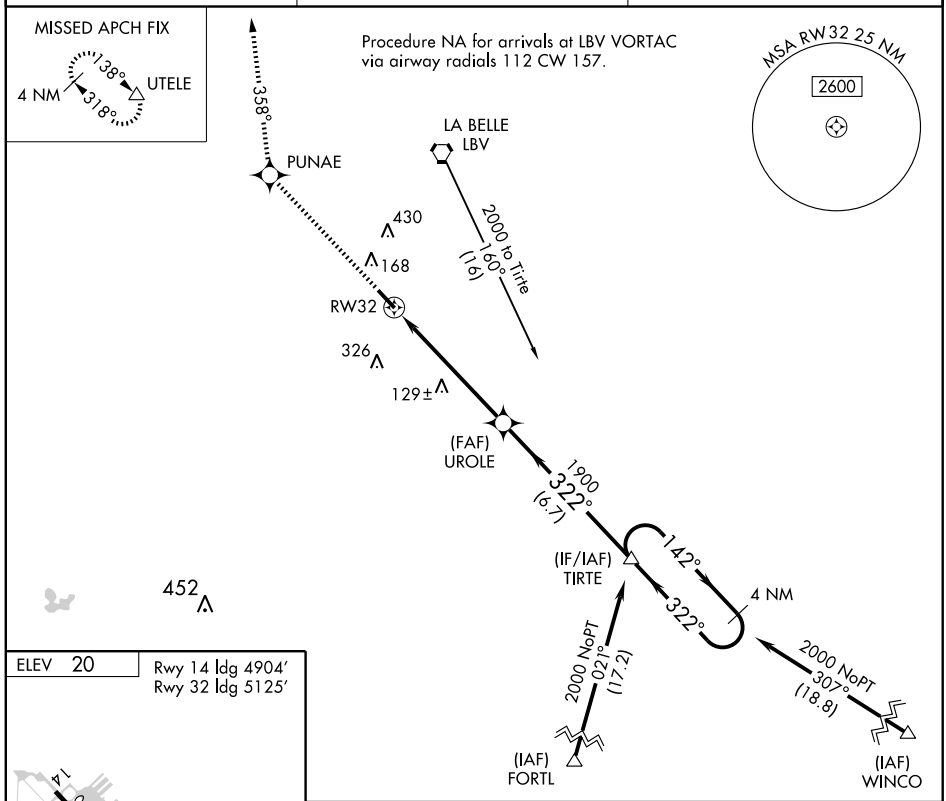
LA BELLE MUNI (X14)

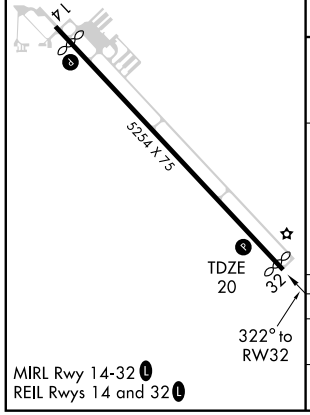
APP CRS	Rwy Idg	5125
322°	TDZE	20
	Apt Elev	20

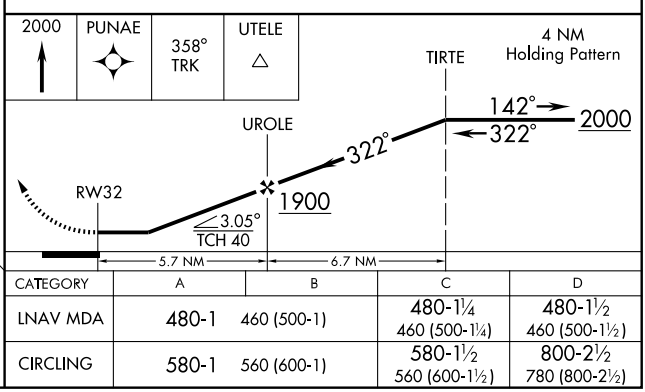
T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L



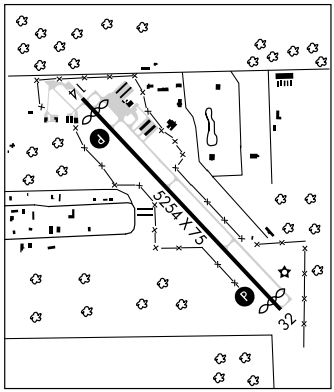




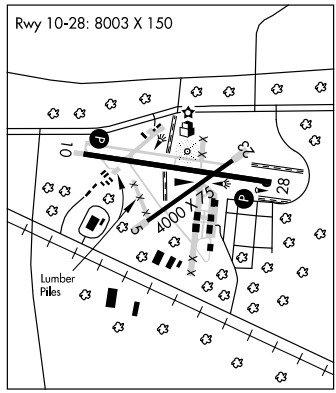
CATEGORY	A	B	C	D
LNAV MDA	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

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SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE MUNI (X14) 1 S UTC−5(−4DT) N26°44.44′ W81°25.70′ **MIAMI**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–21D, 23C**
RWY 14–32: H5254X75 (ASPH) MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Thld dsplcd 350′. Road.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 129′. P–line.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs by credit card.Tkf and ldg on turf area are done so at pilot's own risk. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.4T (MIAMI RADIO)
Ⓡ **FORT MYERS APP/DEP CON** 126.8 (1100–0500Z‡)
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
(L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 200° 5.6 NM to fld. 30/01E.



LAKE CITY MUNI (LCQ) 3 E UTC−5(−4DT) N30°10.92′ W82°34.61′ **JACKSONVILLE**
201 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8H, 12F, L–21D, 24G**
RWY 10–28: H8003X150 (ASPH) S–75, D–105, 2D–250 MIRL **IAP**
RWY 10: PAPI(P2L). Trees.
RWY 28: REIL. PAPI(P2L). Trees. Rgt tfc.
RWY 05–23: H4000X75 (ASPH) MIRL
RWY 05: Trees. **RWY 23:** Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt attended other times by NOTAM. Unlit 60 ft poles on movement area. Helicopters advised to taxi on paved areas only. ACTIVATE MIRL Rwys 05–23 and 10–28 and PAPI Rwy 10 and Rwy 28 and REIL Rwy 28–122.7.
WEATHER DATA SOURCES: AWOS–3 120.675 (386) 754–9366.
COMMUNICATIONS: CTAF 119.2 **UNICOM** 122.7
RCO 122.6 (GAINESVILLE RADIO)
Ⓡ **JAX CENTER APP/DEP CON** 125.375
TOWER 119.2 (1300–2130Z‡ Mon–Fri) **GND CON** 121.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 187° 19.4 NM to fld. 140/03W.
NDB (MHW) 204 LCQ N30°11.12′ W82°34.72′ at fld. NDB unmonitored 2200–1200Z‡.
COMM/NAV/WEATHER REMARKS: Twr may be open at other than published hrs, monitor CTAF at all times.



LAKELAND

SOUTH LAKELAND (X49) 1 S UTC−5(−4DT) N27°56.00′ W82°02.64′ **MIAMI**
110 NOTAM FILE PIE
RWY 14–32: 3115X100 (TURF)
RWY 14: Road. Trees. Rgt tfc. **RWY 32:** Trees.
AIRPORT REMARKS: Attended Sat–Sun 1200–dusk. Parachute jumping and ultralight activity on invof arpt. No powered parachute or gyro ops without written permission from arpt owner. Thlds marked with 3 white buckets perpendicular to centerline. Arpt has no nighttime ops. Turf rwys may hold water after rain.
COMMUNICATIONS: CTAF 122.9

NDB LCQ 204	APP CRS 287°	Rwy ldg 8003 TDZE 196 Apt Elev 201

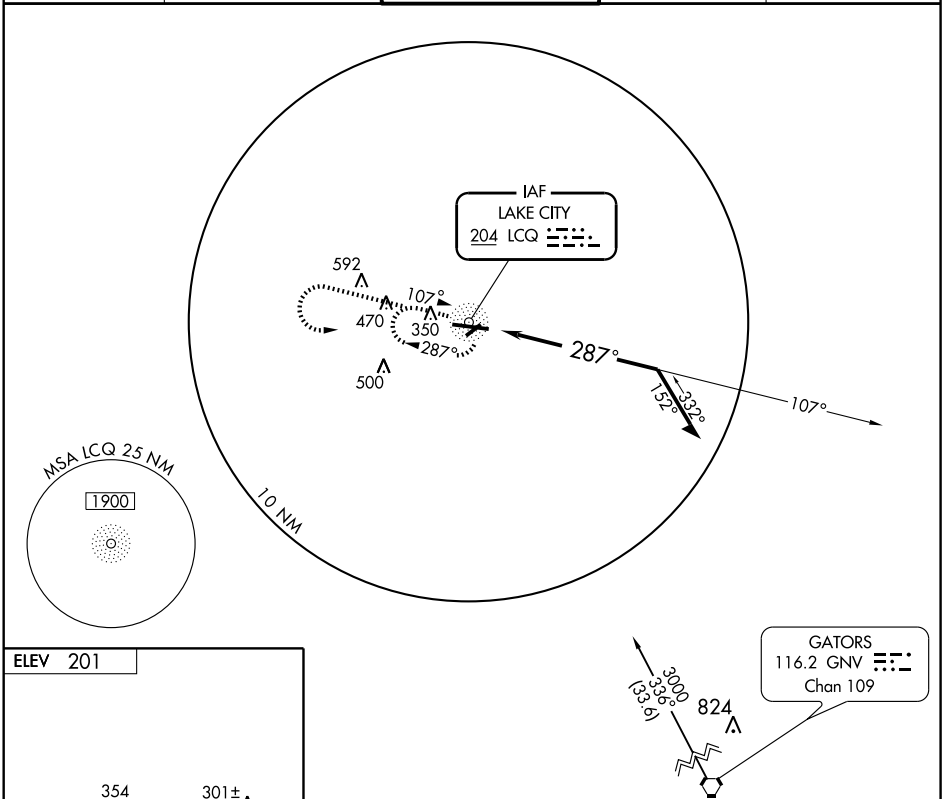
NDB RWY 28

LAKE CITY MUNI (LCQ)

T
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L



CATEGORY	A	B	C	D
S-28	660-1 464 (500-1)		660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

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SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 10

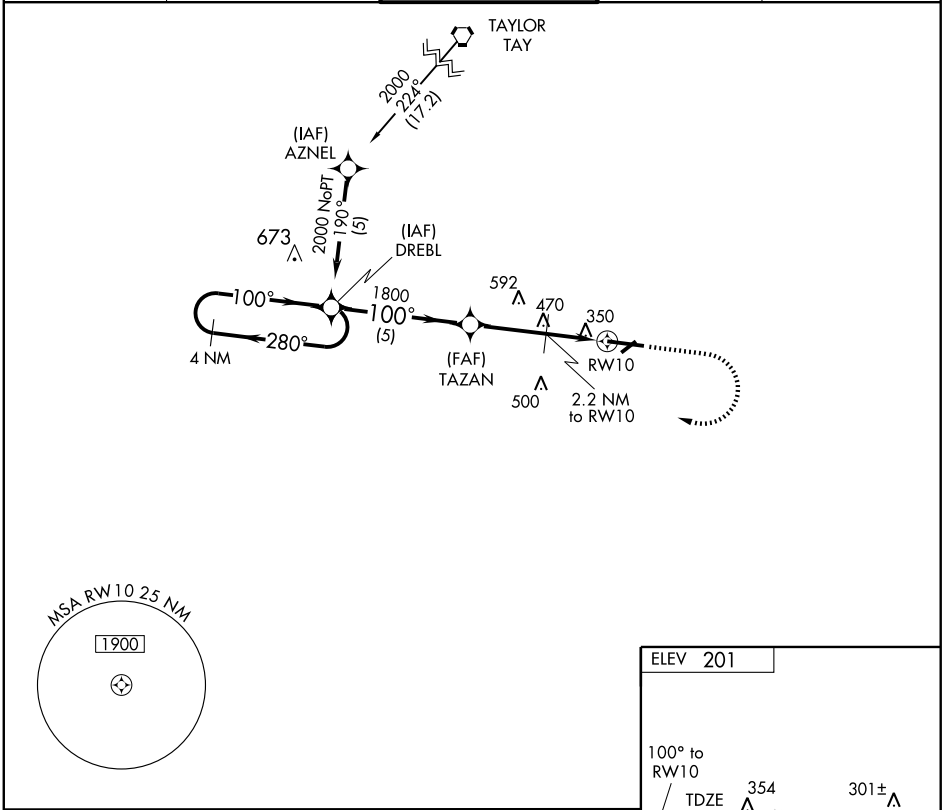
LAKE CITY MUNI (LCQ)

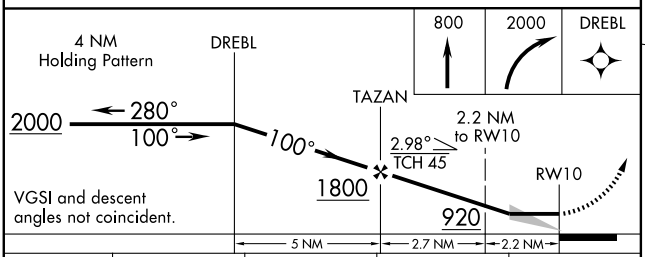
APP CRS	Rwy Idg	8003
100°	TDZE	201
	Apt Elev	201

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

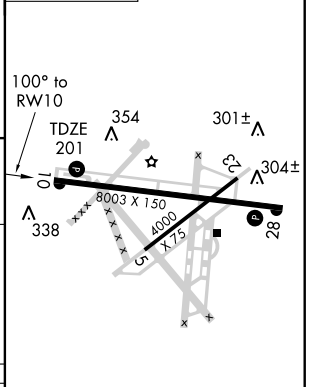
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL WP and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L





CATEGORY	A	B	C	D
LNAV MDA	700-1 499 (500-1)		700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)



REIL Rwy 28 L

MIRL Rwys 5-23 and 10-28 L

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SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82008 W28A	APP CRS 280°	Rwy Idg 8003 TDZE 196 Apt Elev 201

RNAV (GPS) RWY 28

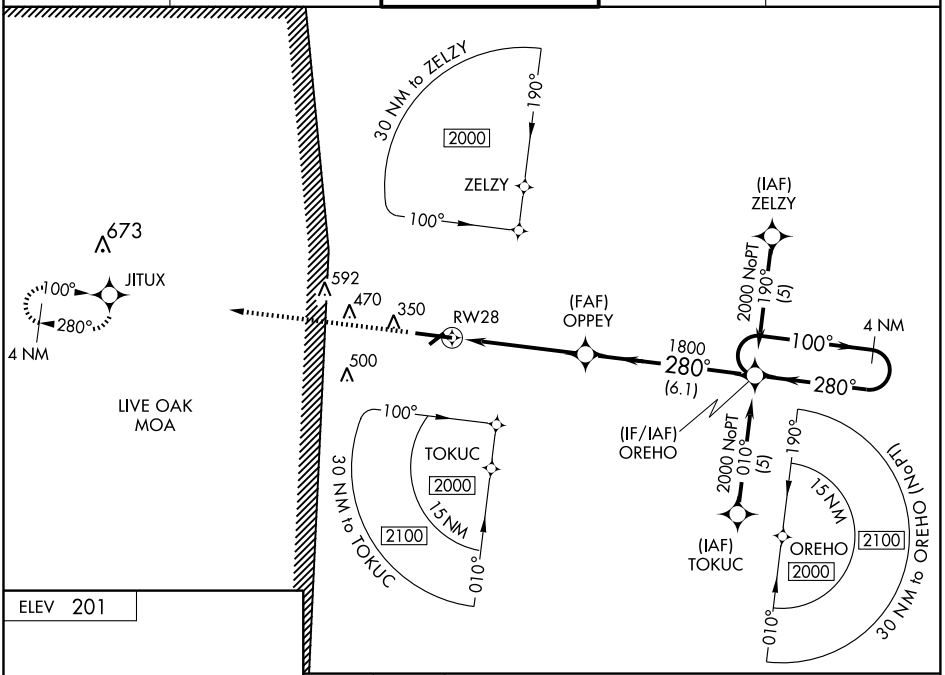
LAKE CITY MUNI (LCQ)

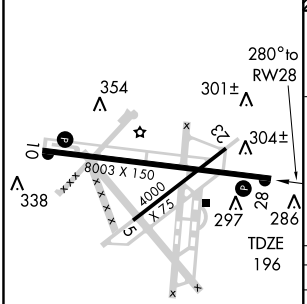
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640, and all MDA 100 feet; increase LPV, LNAV/VNAV, and LNAV Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

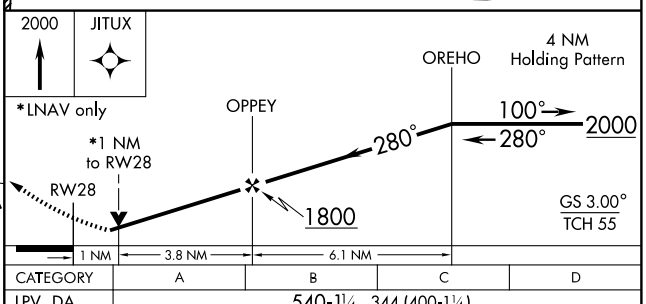
NA

MISSED APPROACH: Climb to 2000 direct JITUX and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L







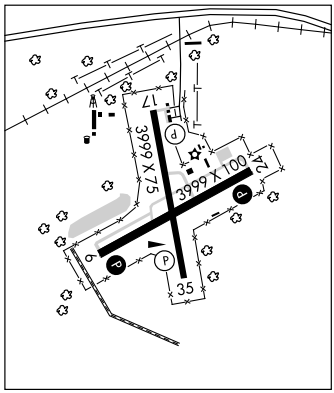
CATEGORY	A	B	C	D
LPV DA	540-1¼ 344 (400-1¼)			
LNAV/VNAV DA	556-1¼ 360 (400-1¼)			
LNAV MDA	560-1 364 (400-1)			560-1¼ 364 (400-1¼)
CIRCLING	660-1 459 (500-1)		660-1½ 459 (500-1½)	760-2 559 (600-2)

REIL Rwy 28 L

MIRL Rwys 5-23 and 10-28 L

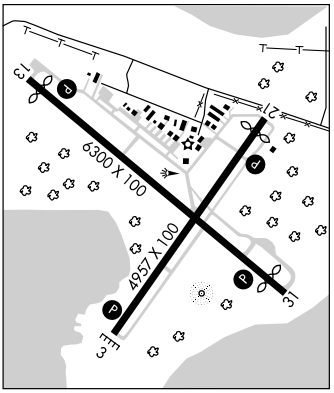
SE-3, 23 SEP 2010 to 21 OCT 2010

LAKE WALES MUNI (XØ7) 2 W UTC−5(−4DT) N27°53.63′ W81°37.22′ MIAMI
127 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE L–21D, 24F
RWY 17–35: H3999X75 (ASPH) S–15 IAP
RWY 17: PAPI(P2L)—GA 3.37° TCH 45′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Brush.
RWY 06–24: H3999X100 (ASPH) S–15 MIRL
RWY 06: PAPI (P4R)—GA 3.0° TCH 40′. Tree.
RWY 24: PAPI (P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. No svcs avbl. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 06–24 1600′ NE CLOSED indef. Rwy 06–24 cracking with grass growing through cracks. Rwy 17 93′ terrain drop at EOR. Rwy 35 114′ terrain drop at EOR. Rwy 17 4′ fence 205′ from rwy end at rwy height. Trees in transitional surface Rwy 17; apch W of rwy. MIRL Rwy 06–24 ops dusk–0400Z‡; after 0400Z‡—Key CTAF 7 times. For PAPI Rwy 06—key, CTAF 3 times; Rwy 24—key CTAF 5 times. Rwy lgts must be turned on before PAPI can be activated.
WEATHER DATA SOURCES: AWOS–3 124.225 (863) 678–1334.
COMMUNICATIONS: CTAF/UNICOM 122.8
TAMPA APP/DEP CON 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 104° 21.6 NM to fld. 135/01E.



LEE CO N26°31.79′ W81°46.55′ NOTAM FILE RSW. MIAMI
(L) VORTAC 111.8 RSW Chan 55 073° 1.2 NM to Southwest Florida Intl. 23/02W. **HIWAS. H–8H, L–21D, 23A, 23B**

LEESBURG INTL (LEE) 3 NE UTC−5(−4DT) N28°49.37′ W81°48.51′ JACKSONVILLE
72 B S4 **FUEL** 100LL, JET A NOTAM FILE LEE H–8H, L–21D, 24F
RWY 13–31: H6300X100 (ASPH) D–60 PCN 21 F/B/X/U MIRL IAP, AD
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Dsplcd thld 300′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Dsplcd thld 400′. Brush.
RWY 03–21: H4957X100 (ASPH) S–21 PCN 10 F/B/Y/U MIRL
RWY 03: PAPI(P2L). Brush.
RWY 21: PAPI(P2L). Thld dsplcd 310′. Road.
AIRPORT REMARKS: Attended 1200–0000Z‡. Fuel 24 hr self svc. Extensive bird activity invof arpt. Tree along SW side of Rwy 13–31. Rwy 13–31 has 25′ paved shoulders either side. MIRL Rwy 03–21 and Rwy 13–31, PAPI Rwy 03, Rwy 21, Rwy 13, and Rwy 31 and twy lgts opr dusk–0300Z‡, after 0300Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 134.325 (352) 787–1565.
COMMUNICATIONS: CTAF 119.35 **UNICOM** 122.725
Ⓡ **ORLANDO APP CON** 121.1 **ORLANDO DEP CON** 121.1
TOWER 119.35 (1200–0000Z‡) **GND CON** 121.725
GCO 121.725 (ORLANDO CLNC)
AIRSPACE: CLASS D svc 1200–0000Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 304° 30.0 NM to fld. 102/00E. **HIWAS.**
NDB (MHW) 335 LEE N28°49.09′ W81°48.44′ at fld. NOTAM FILE LEE.



LIVE OAK

SUWANNEE CO (24J) 2 W UTC−5(−4DT) N30°18.01′ W83°01.48′ JACKSONVILLE
104 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE GNV L–21D, 24G
RWY 07–25: H4037X75 (ASPH) S–20 MIRL
RWY 07: REIL. PAPI(P2L). Trees. **RWY 25:** REIL. PAPI(P2L). Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. TPA—1300 (1196) propeller acft 1800 (1696) turbojet acft. ACTIVATE REIL and PAPI Rwy 07 and Rwy 25 and MIRL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (386) 362–1731.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 247° 27.4 NM to fld. 103/03W.

VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 126

VOR/DME or GPS-B

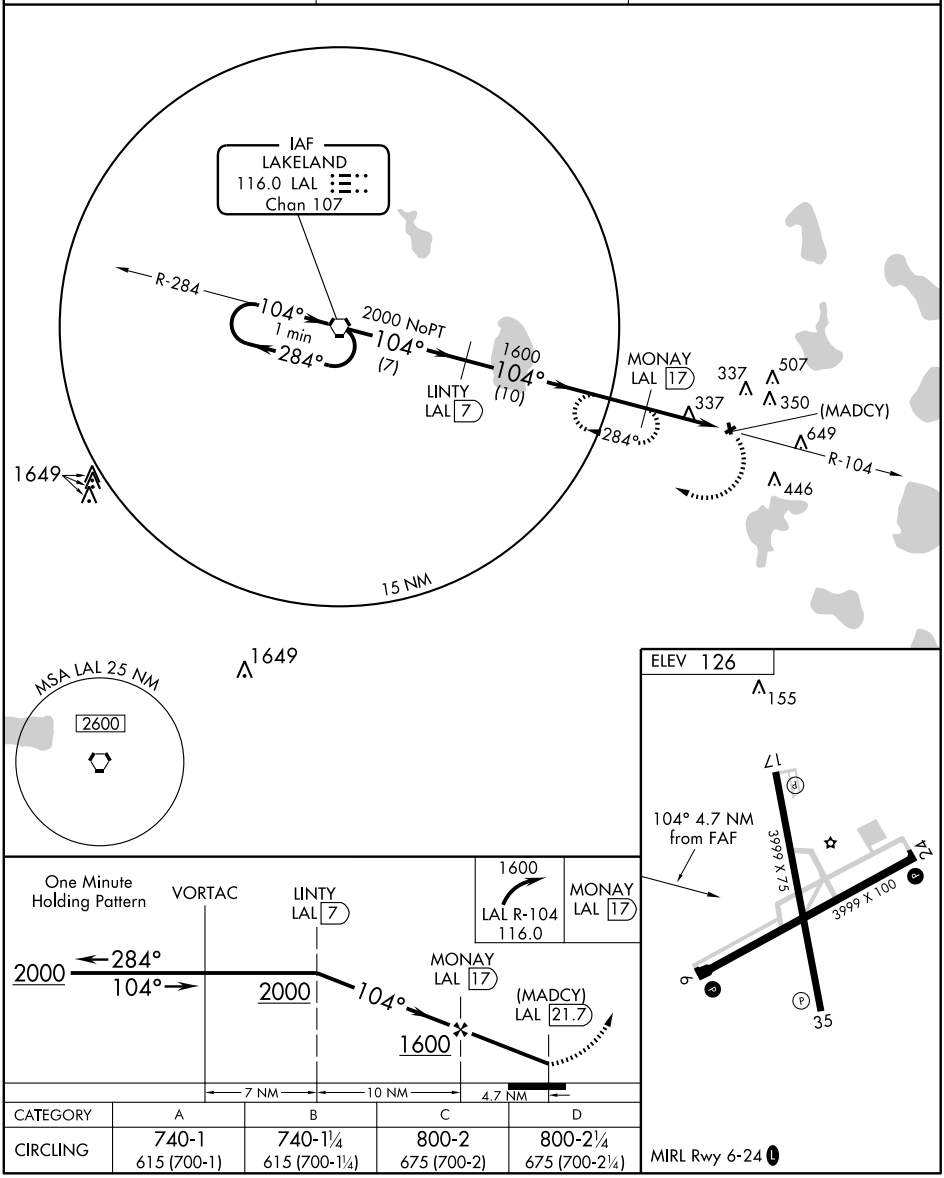
LAKE WALES MUNI (X07)

NA

Use Orlando altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 via LAL R-104 to MONAY 17 DME and hold.

AWOS 3	TAMPA APP CON	UNICOM
124.225	120.65 290.3	122.8 (CTAF) L★

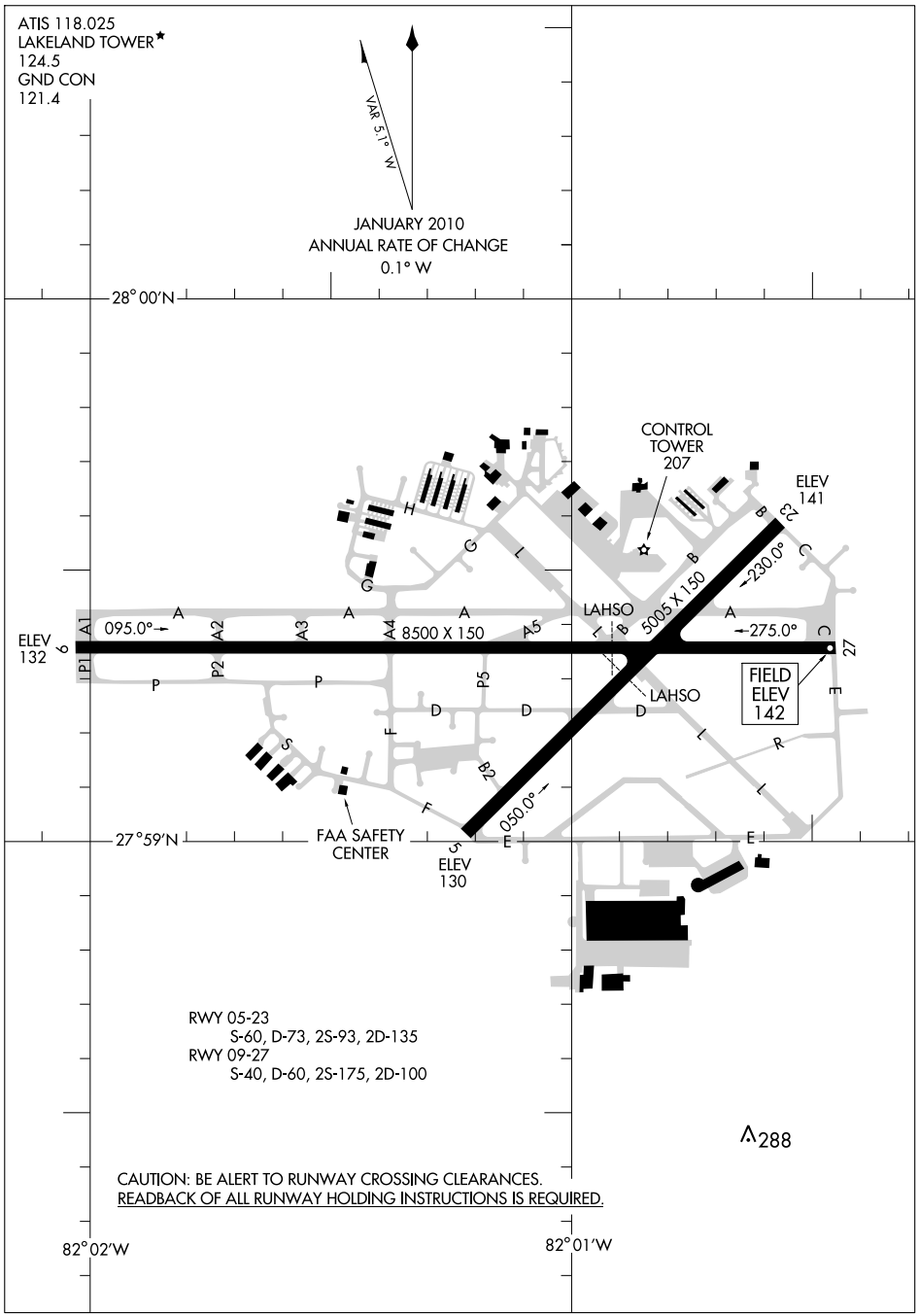


CATEGORY	A	B	C	D
CIRCLING	740-1 615 (700-1)	740-1¼ 615 (700-1¼)	800-2 675 (700-2)	800-2¼ 675 (700-2¼)

MIRL Rwy 6-24 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010

LAKELAND LINDER RGNL (LAL) 4 SW UTC−5(−4DT) N27°59.34′ W82°01.11′ MIAMI

142 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE LAL H–8H, L–21D, 24F

RWY 09–27: H8500X150 (ASPH–GRVD) S–40, D–60, 2S–175, 2D–100 HIRL IAP, AD

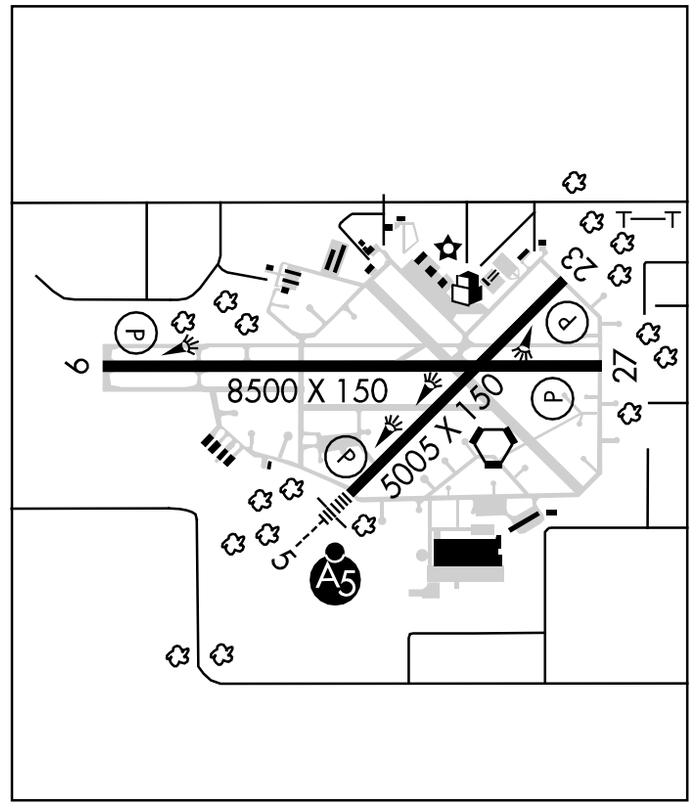
RWY 09: PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 27: PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 05–23: H5005X150 (ASPH–GRVD) S–60, D–73, 2S–93, 2D–135 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 56′.

RWY 23: PAPI(P4L). TCH 50′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09–27	2500
RWY 09	05–23	6000

AIRPORT REMARKS: Attended 1100–0300Z‡. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 863–648–3299. Extensive bird activity on and invof arpt. Twy H, Twy S and Twy G West of Twy A–4 designated as non–movement areas. Twy D, Twy P and Twy L unlighted. Twy E unlighted between Rwy 27 and Twy L. When twr clsd HIRL Rwy 05–23 and HIRL Rwy 09–27 preset med ints. ACTIVATE MALSR Rwy 05—CTAF. PAPI Rwy 05, Rwy 23, Rwy 09 and Rwy 27 opr continuously.

WEATHER DATA SOURCES: LAWRS

COMMUNICATIONS: CTAF 124.5 **ATIS** 118.025 **UNICOM** 122.95

RCO 122.1R 116.0T (ST PETERSBURG RADIO)

Ⓡ **TAMPA APP CON** 120.65 119.9 **TAMPA DEP CON** 120.65 119.9

TOWER 124.5 (1100–0300Z‡) **GND CON** 121.4

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.

(H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ at fld. 135/01E.

WIREY NDB (LOM) 227 LA N27°56.12′ W82°04.55′ 048° 4.4 NM to fld. LOM unmonitored when twr clsd.

ILS 110.1 I–LAL Rwy 05. Class ID. LOM WIREY NDB. LOC and LOM unmonitored.

LAKE WALES

CHALET SUZANNE AIR STRIP (X25) 3 N UTC−5(−4DT) N27°57.23′ W81°36.09′ MIAMI

130 **FUEL** 100LL NOTAM FILE PIE

RWY 18–36: 2313X50 (TURF) RWY LGTS(NSTD)

RWY 18: Tree. Thld dsplcd 120′. **RWY 36:** Thld dsplcd 250′. Road.

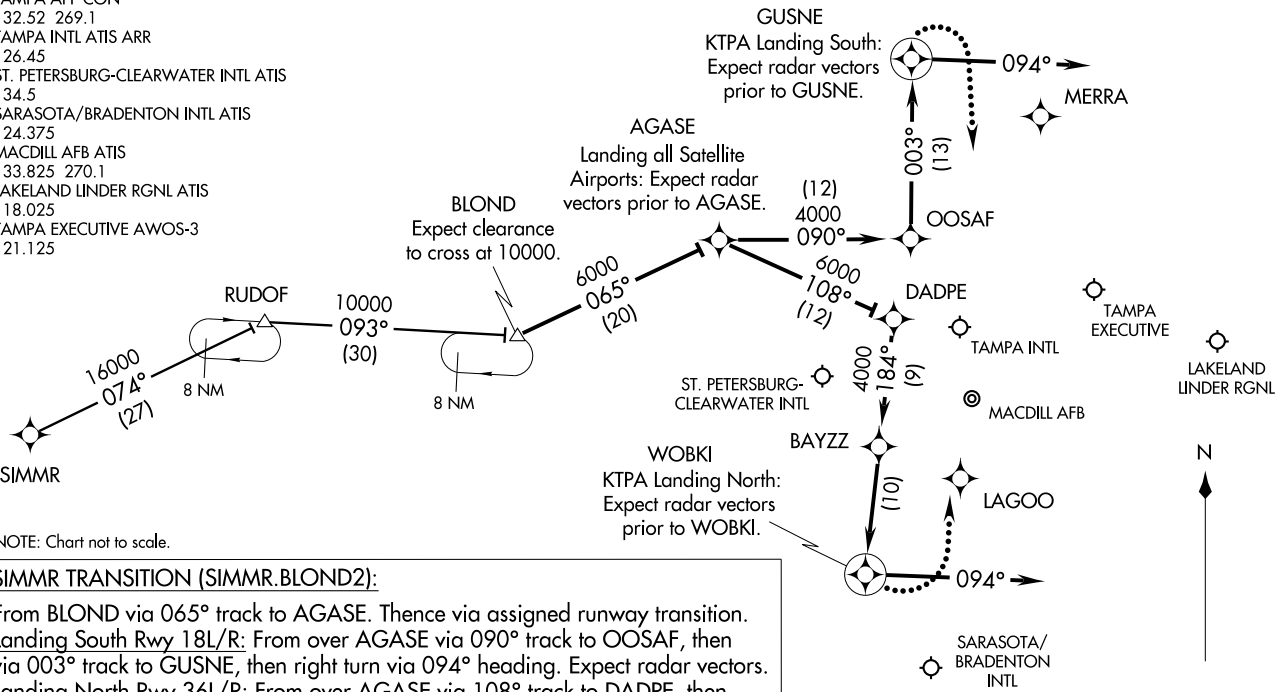
AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs call 863–676–6011. Rwy 36 dsplcd thld marked with tires perpendicular to rwy on each side. 0.6% gradient from rwy ends to mid–rwy. ACTIVATE NSTD lgts Rwy 18–36—CTAF or call 863–676–6011.

COMMUNICATIONS: CTAF/UNICOM 122.8

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

TAMPA, FLORIDA

LOC I-LAL	APP CRS	Rwy Idg	5005
110.1	049°	TDZE	136
		Apt Elev	142

ILS or LOC RWY 5

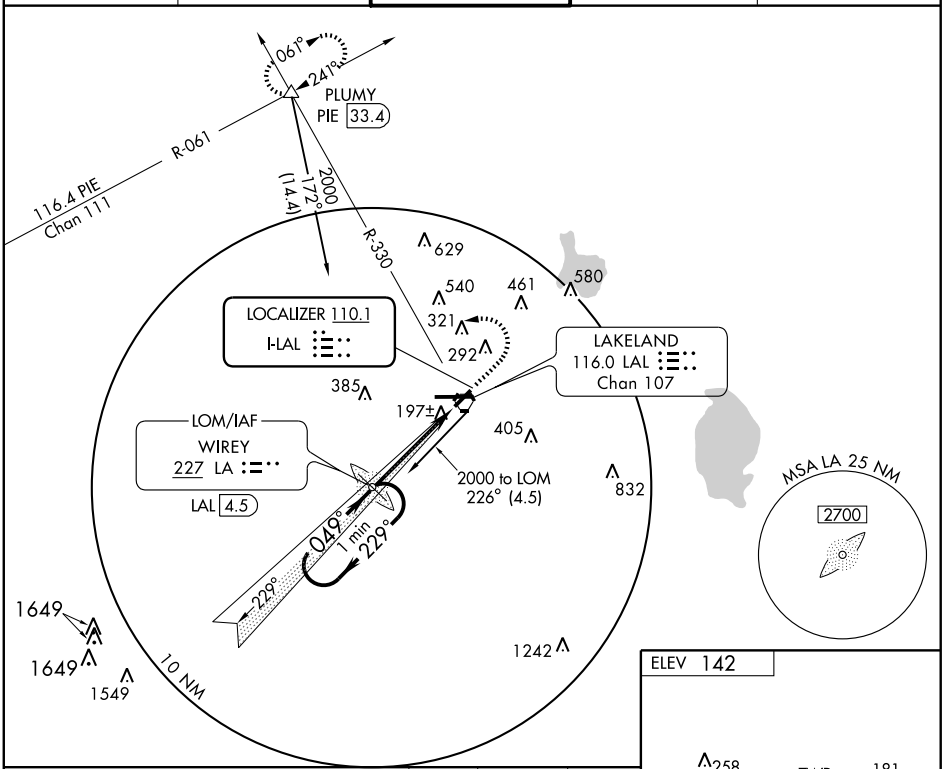
LAKELAND LINDER RGNL (LAL)

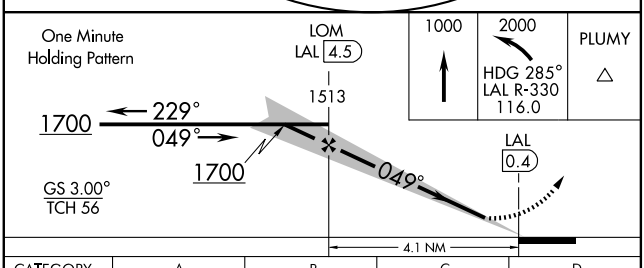
For inoperative MALSR, increase local altimeter setting S-LOC 5 Cat. D visibility to 1 mile. When control tower closed, use Plant City Muni altimeter setting and increase all DA/MDA 20 feet.

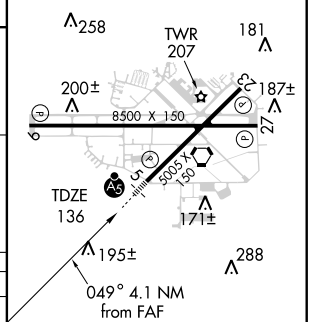
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







HIRL Rwys 5-23 and 9-27

CATEGORY	A	B	C	D
S-ILS 5	336-½ 200 (200-½)			
S-LOC 5	460-½ 324 (400-½)			460-¾ 324 (400-¾)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LOM LA	APP CRS	Rwy Idg	5005
227	050°	TDZE	136
		Apt Elev	142

NDB RWY 5

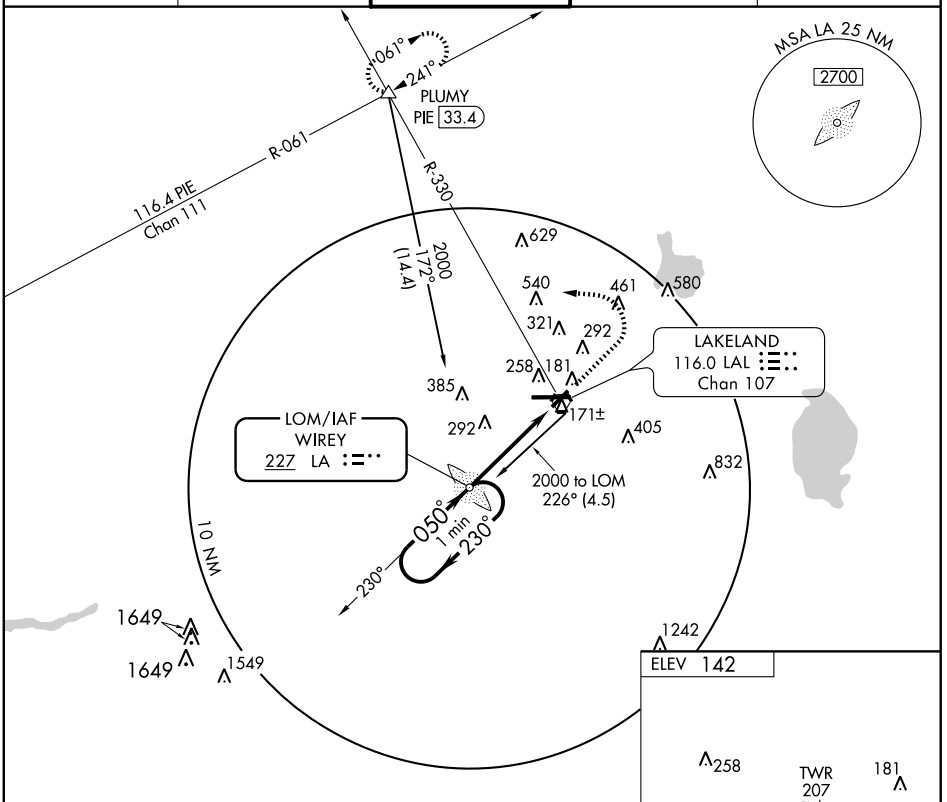
LAKELAND LINDER RGNL (LAL)

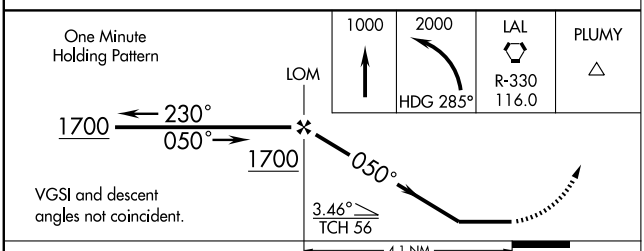
When control tower closed, use Plant City Muni altimeter setting and increase all MDA 20 feet.

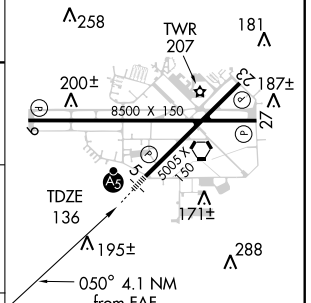
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
S-5	600-¾ 464 (500-¾)			600-1¼ 464 (500-1¼)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5005
CH 42805	049°	TDZE	136
W05A		Apt Elev	142

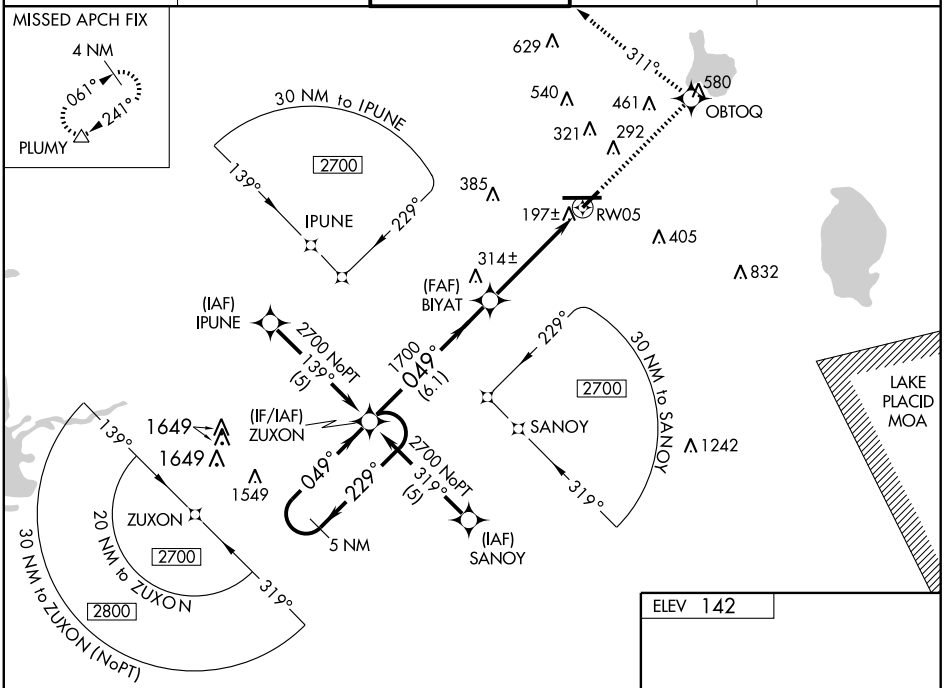
RNAV (GPS) RWY 5
LAKELAND LINDER RGNL (LAL)

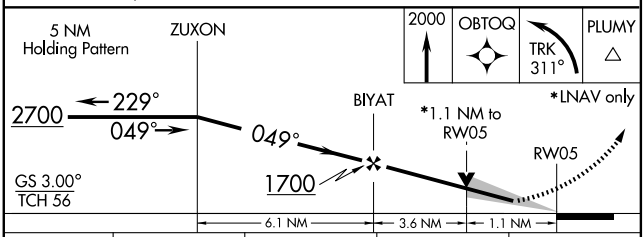
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile and Plant City Muni altimeter setting minimums LNAV Cat. D visibility to 1¼ mile. Baro-VNAV NA when using Plant City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LNAV Cat. C visibility to ¾ mile. VDP NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

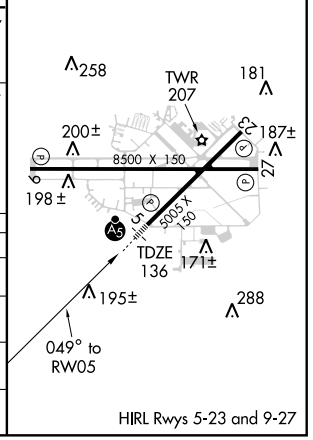
MALSR

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn via 311° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER *	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	336-½ 200 (200-½)			
LNAV/ VNAV DA	499-¾ 363 (400-¾)			
LNAV MDA	520-½ 384 (400-½)			520-1 384 (400-1)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 78305 W09A	APP CRS 094°	Rwy Idg 8500 TDZE 132 Apt Elev 142

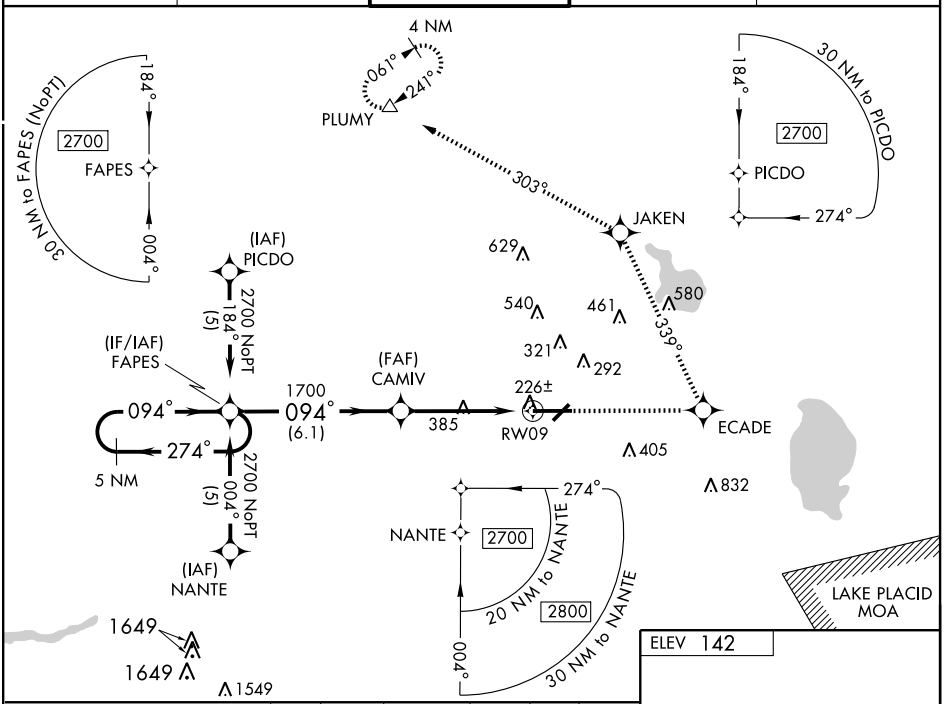
RNAV (GPS) RWY 9

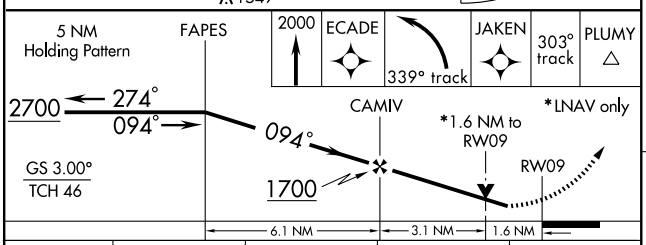
LAKELAND LINDER RGNL (LAL)

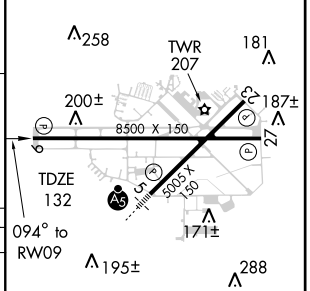
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LPV visibility ¼ mile. VDP NA when using Plant City Muni altimeter setting. Visibility reduction by helicopter NA. Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ECADE and left turn via 339° track to JAKEN then via 303° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	452-1 320 (400-1)			
LNAV/VNAV DA	496-1¼ 364 (400-1¼)			
LNAV MDA	700-1 568 (600-1)		700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1 558 (600-1)		700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5005
CH 77805	229°	TDZE	141
W23A		Apt Elev	142

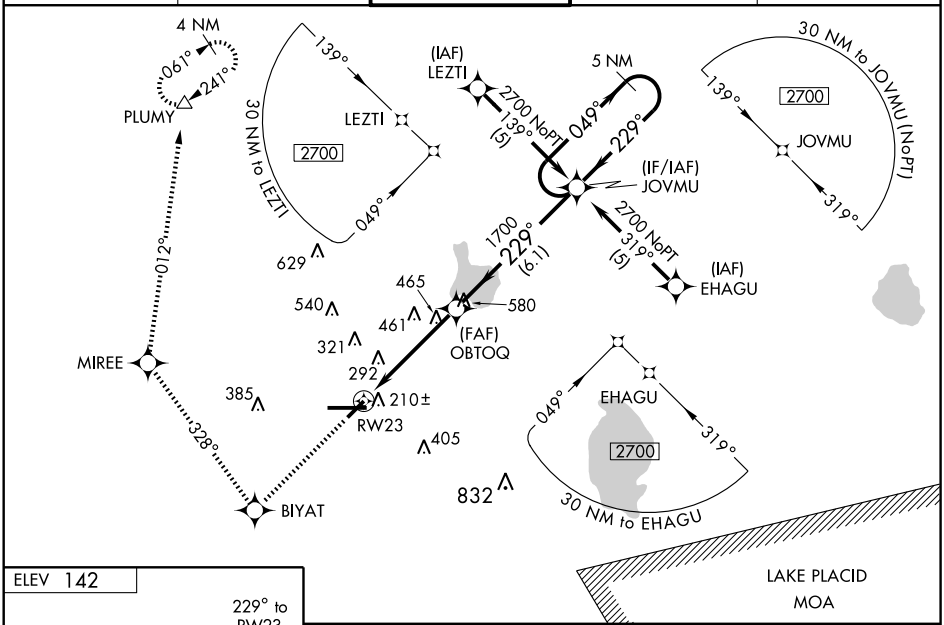
RNAV (GPS) RWY 23

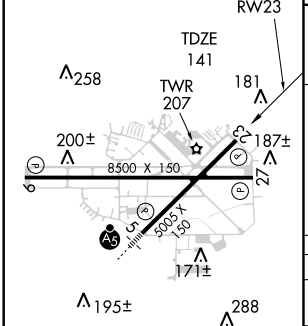
LAKELAND LINDER RGNL (LAL)

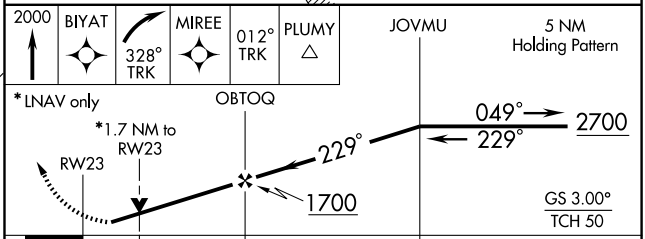
Baro-VNAV NA when using Plant City Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet.
VDP NA when using Plant City Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn via 328° track to MIREE then via 012° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	426-1 285 (300-1)			
LNAV/VNAV DA	480-1¼ 339 (400-1¼)			
LNAV MDA	720-1 579 (600-1)		720-1½ 579 (600-1½)	720-1¾ 579 (600-1¾)
CIRCLING	720-1 578 (600-1)		720-1½ 578 (600-1½)	720-2 578 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82605 W27A	APP CRS 274°	Rwy Idg 8500 TDZE 142 Apt Elev 142

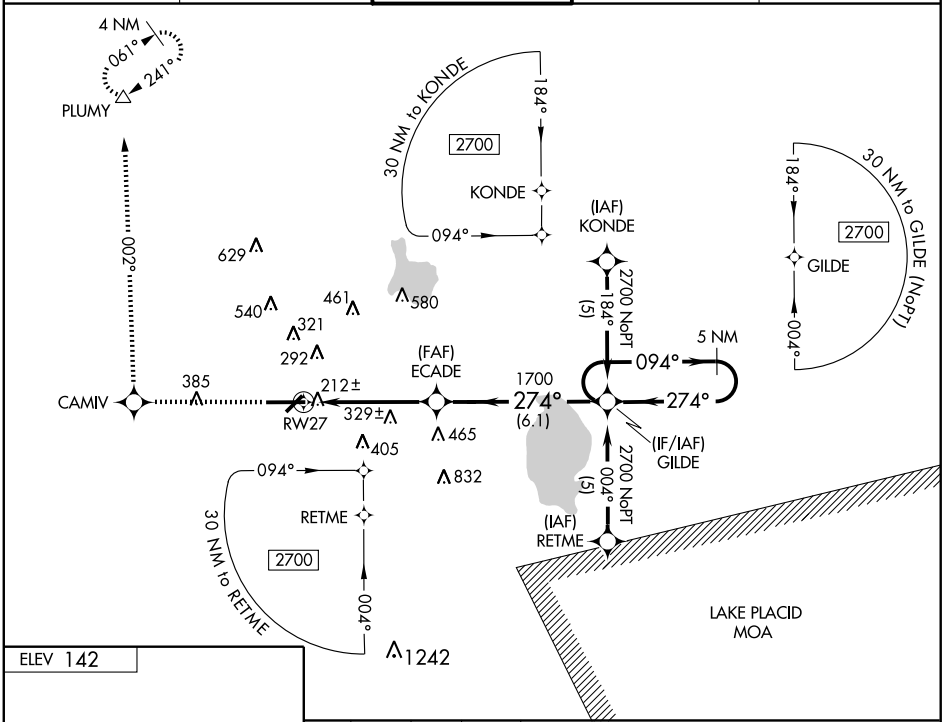
RNAV (GPS) RWY 27

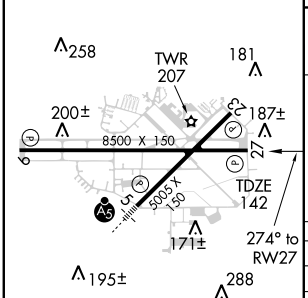
LAKELAND LINDER RGNL (LAL)

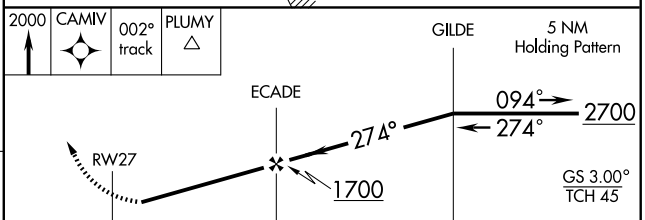
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet, and increase LPV visibility to 1¼ mile.

MISSED APPROACH: Climb to 2000 direct CAMIV and via 002° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	449-1 307 (400-1)			
LNAV/VNAV DA	482-1¼ 340 (400-1¼)			
LNAV MDA	580-1 438 (500-1)		580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	580-1 438 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LAL 116.0 Chan 107	APP CRS 096°	Rwy Idg 8500 TDZE 132 Apt Elev 142

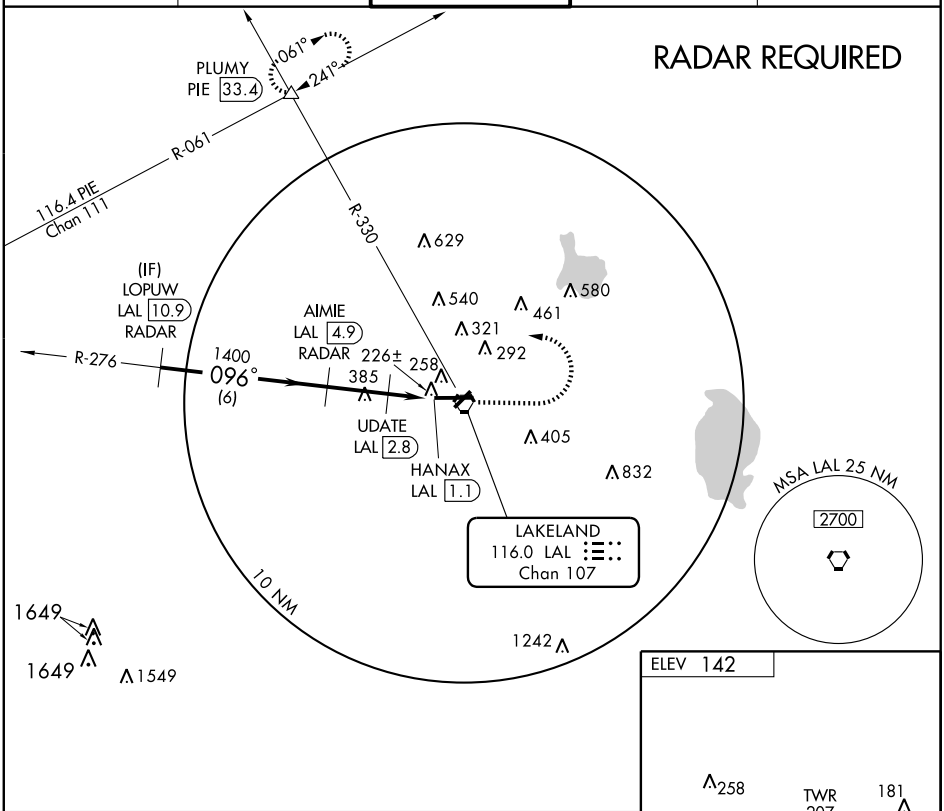
VOR RWY 9

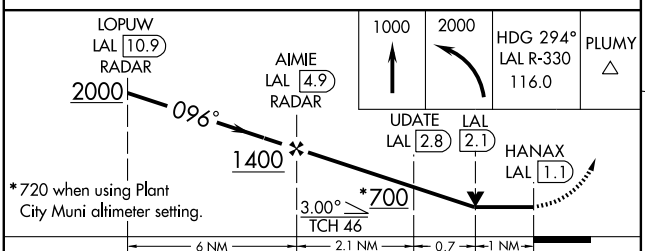
LAKELAND LINDER RGNL (LAL)

DME or RADAR required. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet. VDP NA when using Plant City Muni altimeter setting.

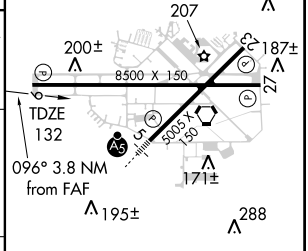
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 294° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95





CATEGORY	A	B	C	D
S-9	700-1	568 (600-1)	700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1	558 (600-1)	700-1½ 558 (600-1½)	700-2 558 (600-2)



HIRL Rwys 5-23 and 9-27

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LAL 116.0 Chan 107	APP CRS 256°	Rwy Idg 8500 TDZE 142 Apt Elev 142

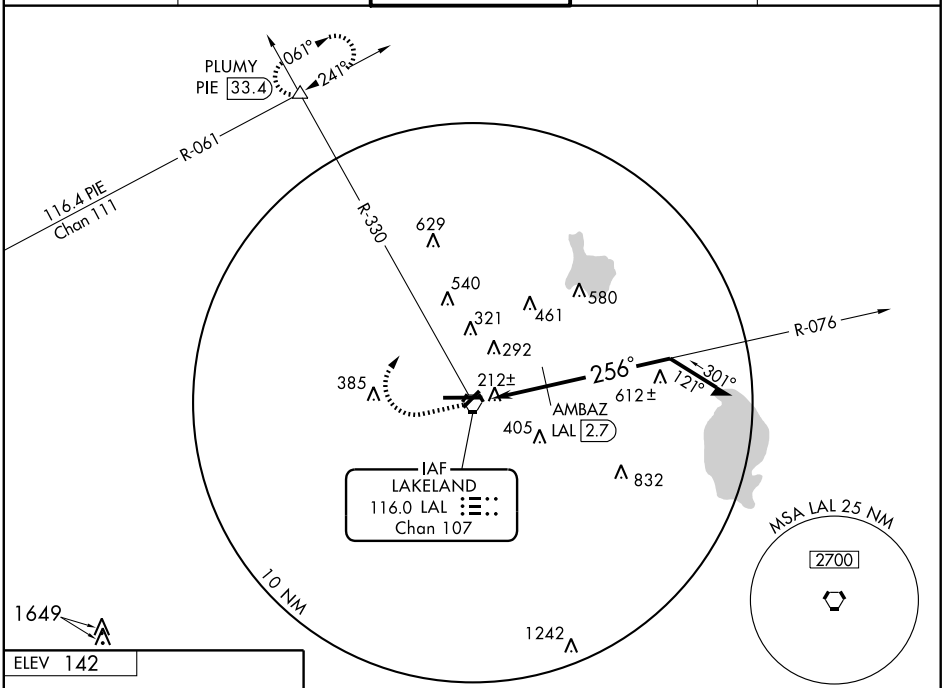
VOR RWY 27

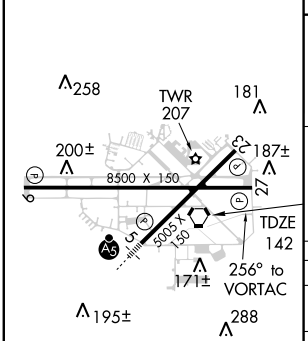
LAKELAND LINDER RGNL (LAL)

When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet and increase AMBAZ Fix minimums S-27 Cat. D visibility to 1¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via heading 017° and LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF)	121.4	122.95



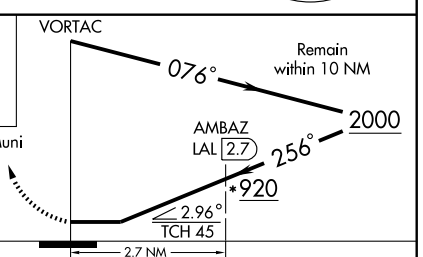


HIRL Rwys 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

1000	2000	PLUMY
	HDG 017° LAL R-330 116.0	

*940 when using Plant City Muni altimeter setting.



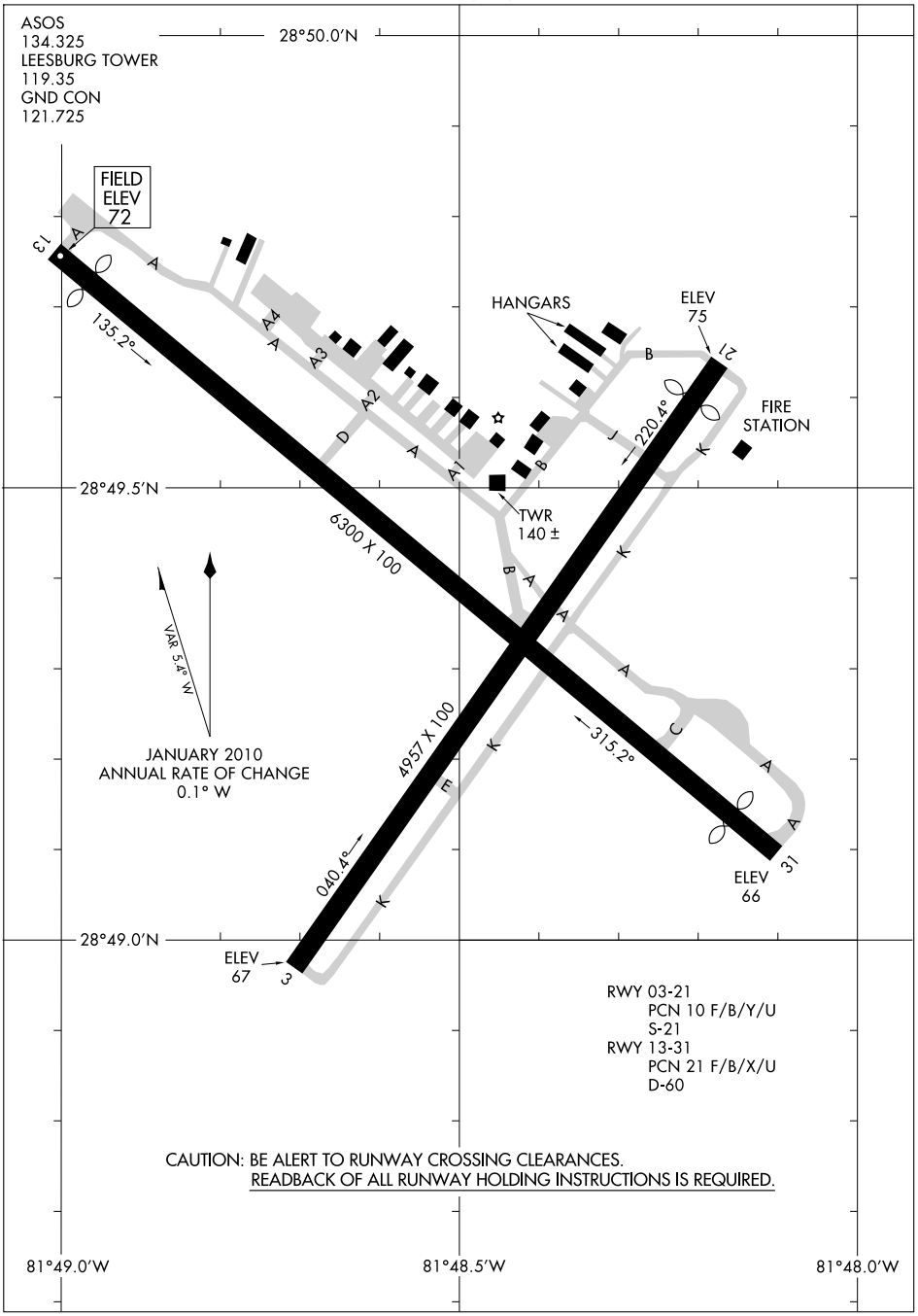
CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	480-1 338 (400-1)			
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-6676 (FAA)

LEESBURG INTL (LEE)
LEESBURG, FLORIDA



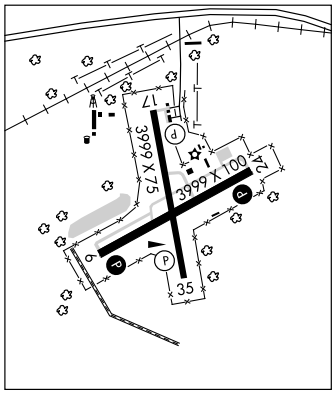
RWY 03-21
PCN 10 F/B/Y/U
S-21
RWY 13-31
PCN 21 F/B/X/U
D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 23 SEP 2010 to 21 OCT 2010

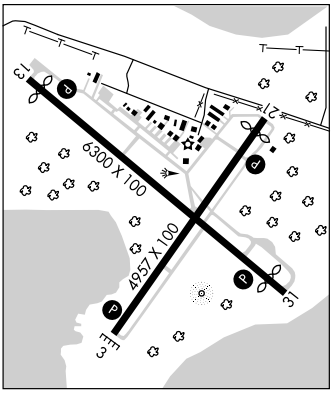
SE-3, 23 SEP 2010 to 21 OCT 2010

LAKE WALES MUNI (XØ7) 2 W UTC−5(−4DT) N27°53.63′ W81°37.22′ MIAMI
127 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE L–21D, 24F
RWY 17–35: H3999X75 (ASPH) S–15 IAP
RWY 17: PAPI(P2L)—GA 3.37° TCH 45′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Brush.
RWY 06–24: H3999X100 (ASPH) S–15 MIRL
RWY 06: PAPI (P4R)—GA 3.0° TCH 40′. Tree.
RWY 24: PAPI (P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. No svcs avbl. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 06–24 1600′ NE CLOSED indef. Rwy 06–24 cracking with grass growing through cracks. Rwy 17 93′ terrain drop at EOR. Rwy 35 114′ terrain drop at EOR. Rwy 17 4′ fence 205′ from rwy end at rwy height. Trees in transitional surface Rwy 17; apch W of rwy. MIRL Rwy 06–24 ops dusk–0400Z‡; after 0400Z‡—Key CTAF 7 times. For PAPI Rwy 06—key, CTAF 3 times; Rwy 24—key CTAF 5 times. Rwy lgts must be turned on before PAPI can be activated.
WEATHER DATA SOURCES: AWOS–3 124.225 (863) 678–1334.
COMMUNICATIONS: CTAF/UNICOM 122.8
TAMPA APP/DEP CON 120.65
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 104° 21.6 NM to fld. 135/01E.



LEE CO N26°31.79′ W81°46.55′ NOTAM FILE RSW. MIAMI
(L) VORTAC 111.8 RSW Chan 55 073° 1.2 NM to Southwest Florida Intl. 23/02W. **HIWAS. H–8H, L–21D, 23A, 23B**

LEESBURG INTL (LEE) 3 NE UTC−5(−4DT) N28°49.37′ W81°48.51′ JACKSONVILLE
72 B S4 **FUEL** 100LL, JET A NOTAM FILE LEE H–8H, L–21D, 24F
RWY 13–31: H6300X100 (ASPH) D–60 PCN 21 F/B/X/U MIRL IAP, AD
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Dsplcd thld 300′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Dsplcd thld 400′. Brush.
RWY 03–21: H4957X100 (ASPH) S–21 PCN 10 F/B/Y/U MIRL
RWY 03: PAPI(P2L). Brush.
RWY 21: PAPI(P2L). Thld dsplcd 310′. Road.
AIRPORT REMARKS: Attended 1200–0000Z‡. Fuel 24 hr self svc. Extensive bird activity invof arpt. Tree along SW side of Rwy 13–31. Rwy 13–31 has 25′ paved shoulders either side. MIRL Rwy 03–21 and Rwy 13–31, PAPI Rwy 03, Rwy 21, Rwy 13, and Rwy 31 and twy lgts opr dusk–0300Z‡, after 0300Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 134.325 (352) 787–1565.
COMMUNICATIONS: CTAF 119.35 **UNICOM** 122.725
Ⓡ **ORLANDO APP CON** 121.1 **ORLANDO DEP CON** 121.1
TOWER 119.35 (1200–0000Z‡) **GND CON** 121.725
GCO 121.725 (ORLANDO CLNC)
AIRSPACE: CLASS D svc 1200–0000Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 304° 30.0 NM to fld. 102/00E. **HIWAS.**
NDB (MHW) 335 LEE N28°49.09′ W81°48.44′ at fld. NOTAM FILE LEE.



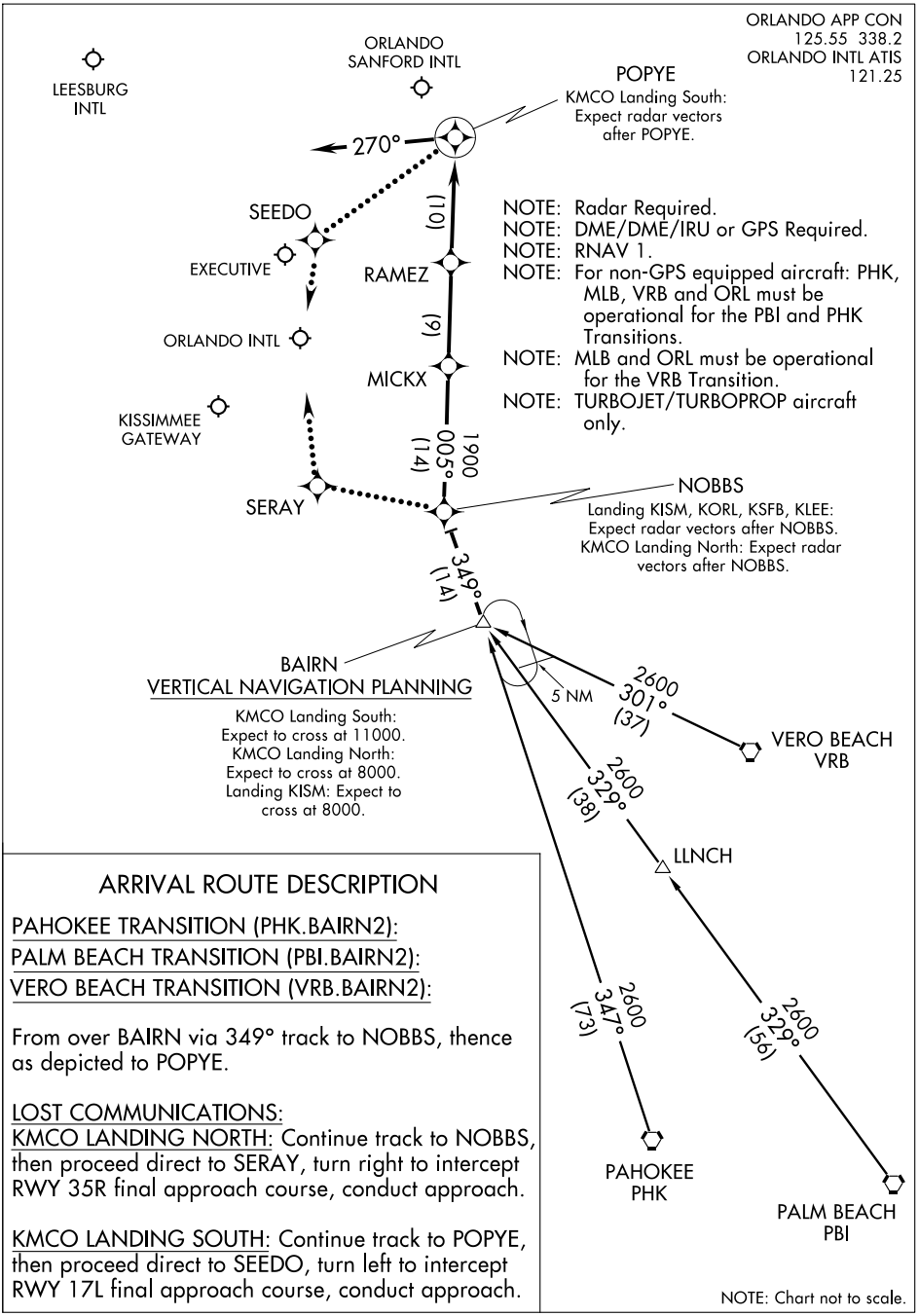
LIVE OAK

SUWANNEE CO (24J) 2 W UTC−5(−4DT) N30°18.01′ W83°01.48′ JACKSONVILLE
104 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE GNV L–21D, 24G
RWY 07–25: H4037X75 (ASPH) S–20 MIRL
RWY 07: REIL. PAPI(P2L). Trees. **RWY 25:** REIL. PAPI(P2L). Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. TPA—1300 (1196) propeller acft 1800 (1696) turbojet acft. ACTIVATE REIL and PAPI Rwy 07 and Rwy 25 and MIRL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (386) 362–1731.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
TAYLOR (H) VORTAC 112.9 TAY Chan 76 N30°30.28′ W82°33.18′ 247° 27.4 NM to fld. 103/03W.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

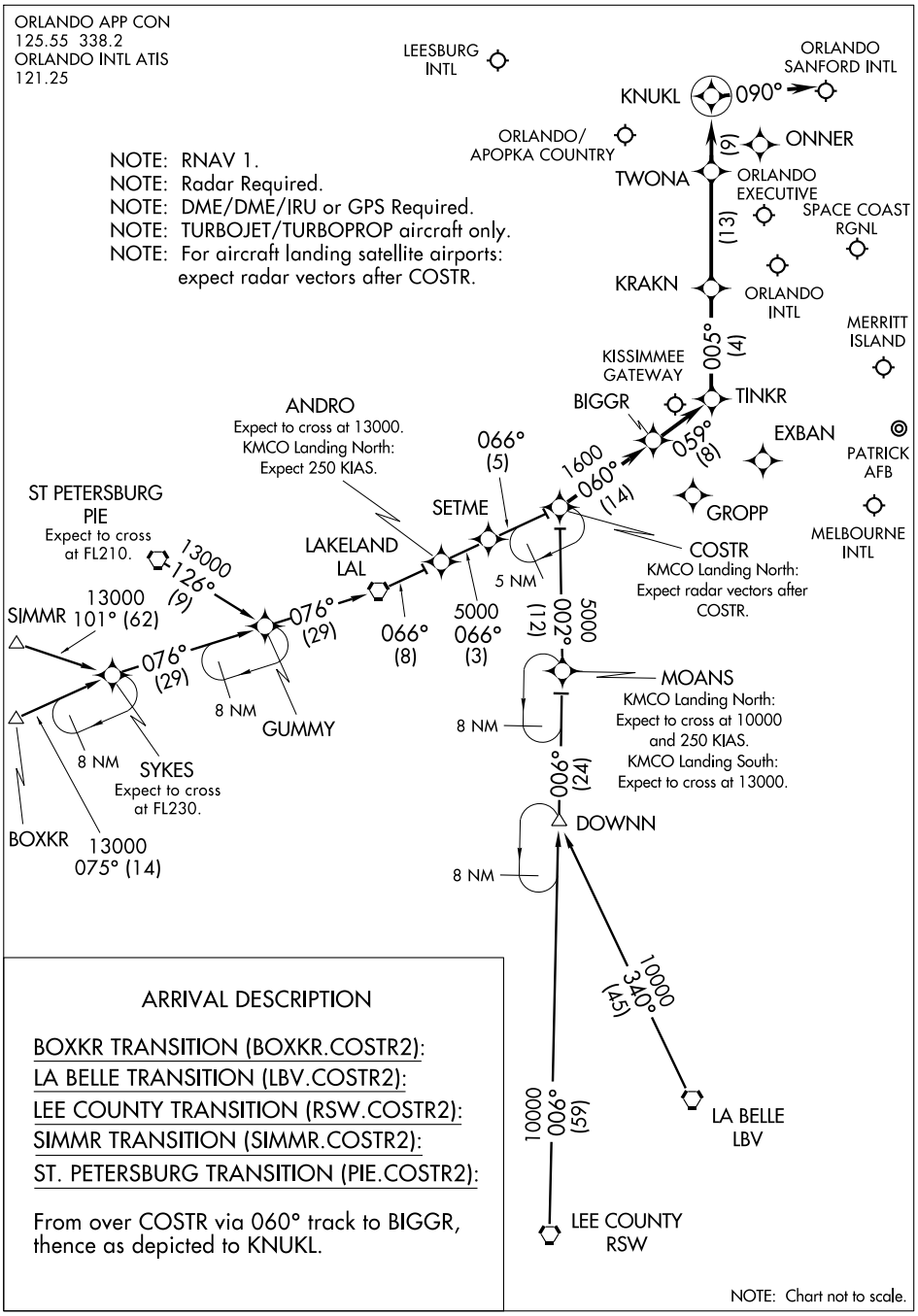
From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)
ORLANDO, FLORIDA
(BAIRN.BAIRN2) 09239
SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

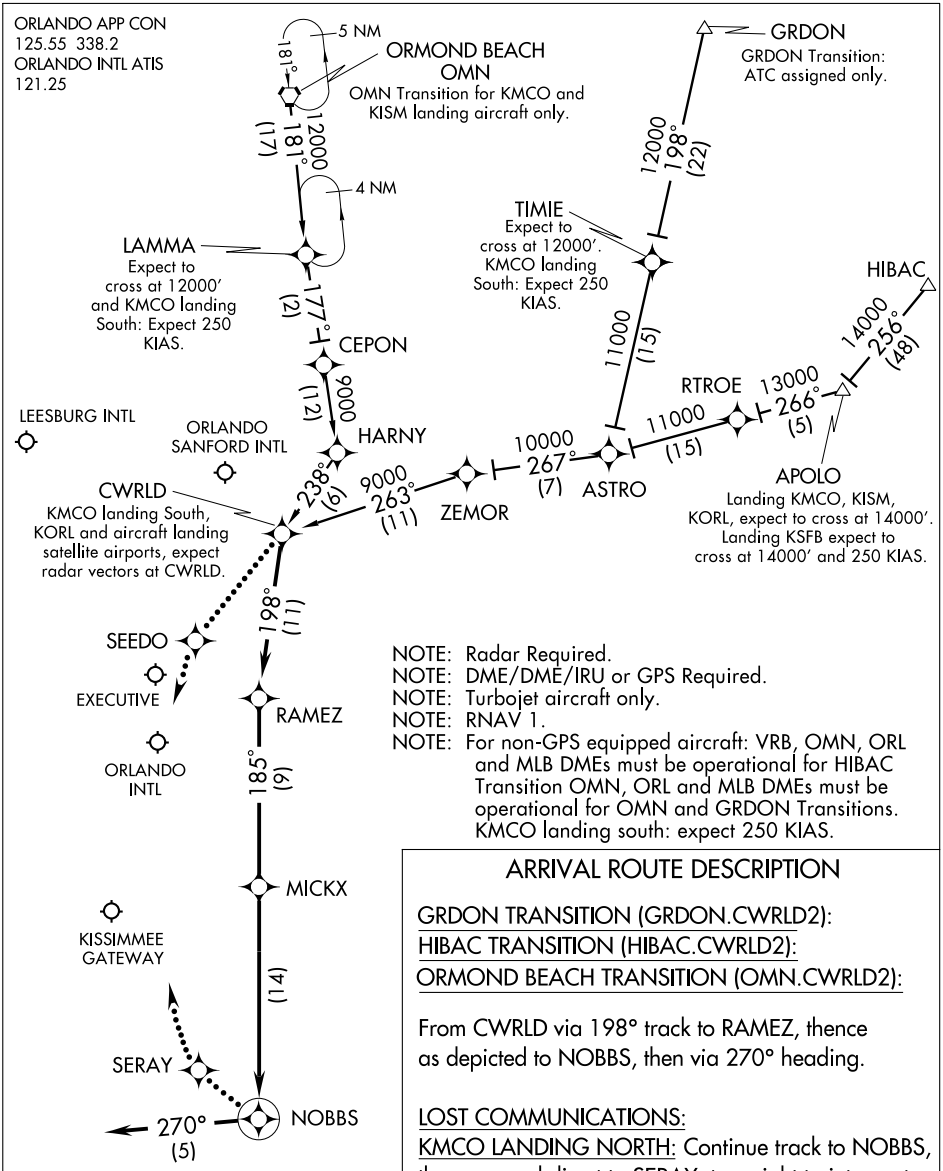
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

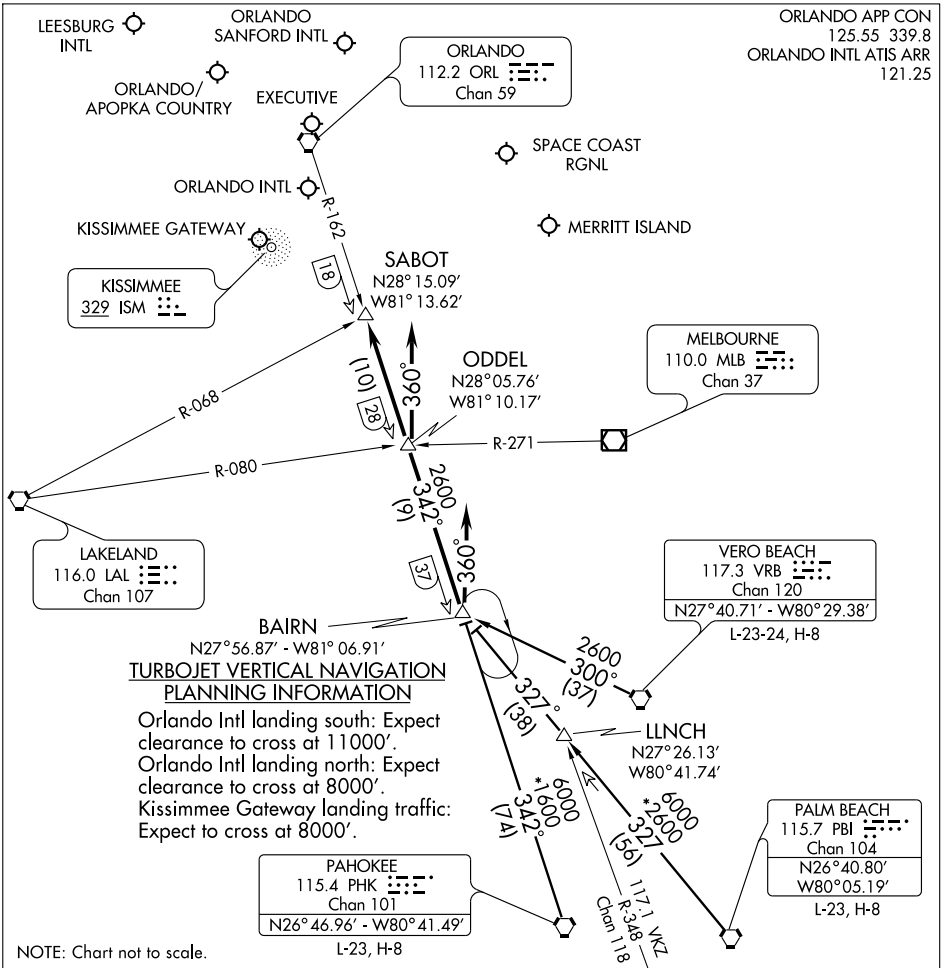
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

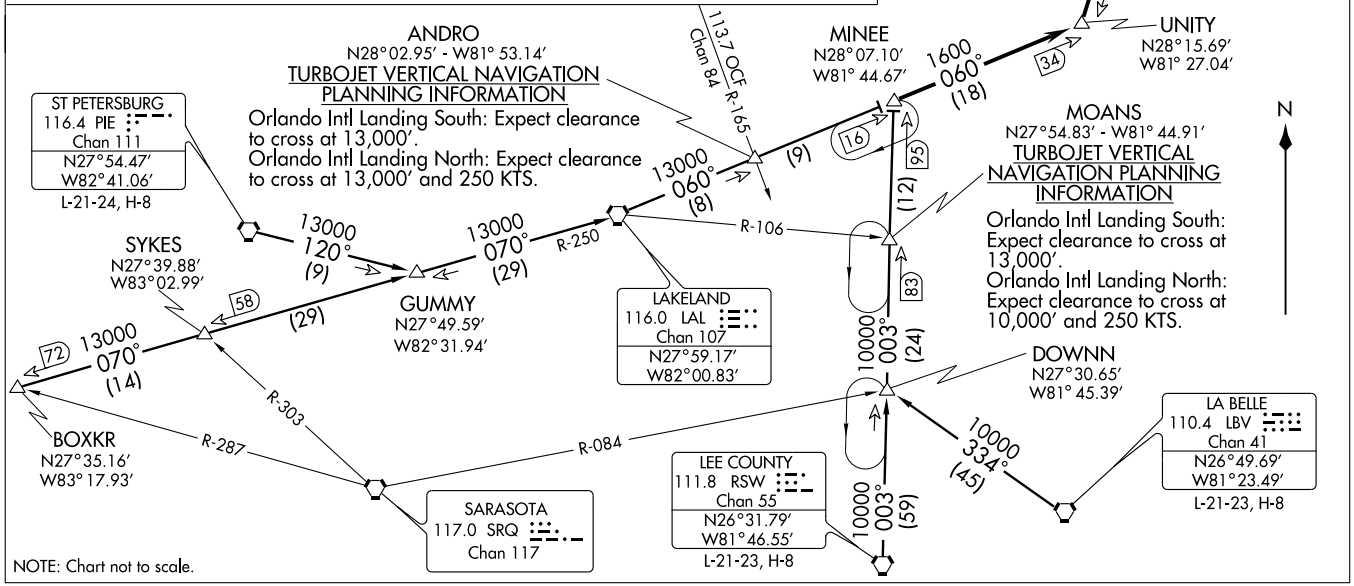
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

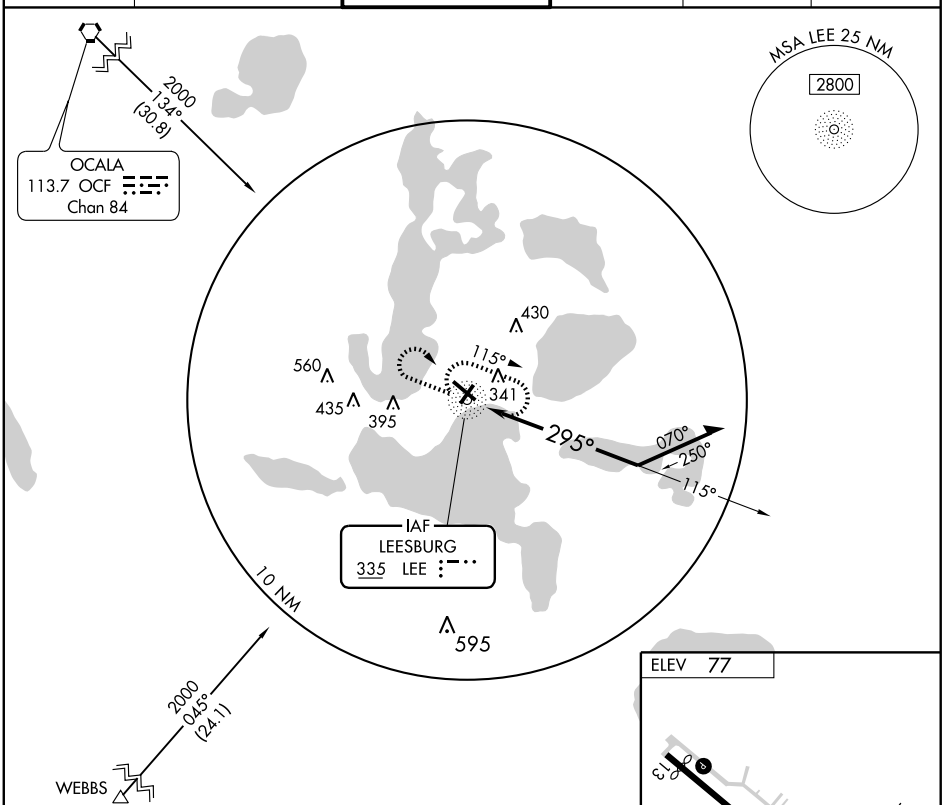
NDB LEE 335	APP CRS 295°	Rwy Idg 5900 TDZE 76 Apt Elev 77

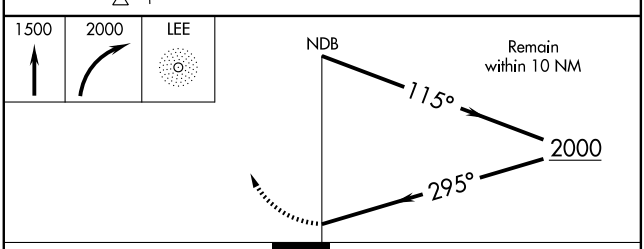
NDB RWY 31
LEESBURG INTL (LEE)

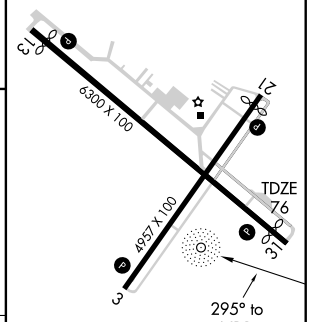
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct LEE NDB and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
S-31	820-1 744 (800-1)	820-1¼ 744 (800-1¼)	820-2¼ 744 (800-2¼)	820-2½ 744 (800-2½)
CIRCLING	820-1 743 (800-1)	820-1¼ 743 (800-1¼)	820-2¼ 743 (800-2¼)	820-2½ 743 (800-2½)

REIL Rwys 13 and 31
MIRL Rwys 3-21 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4957
039°	TDZE	70
	Apt Elev	76

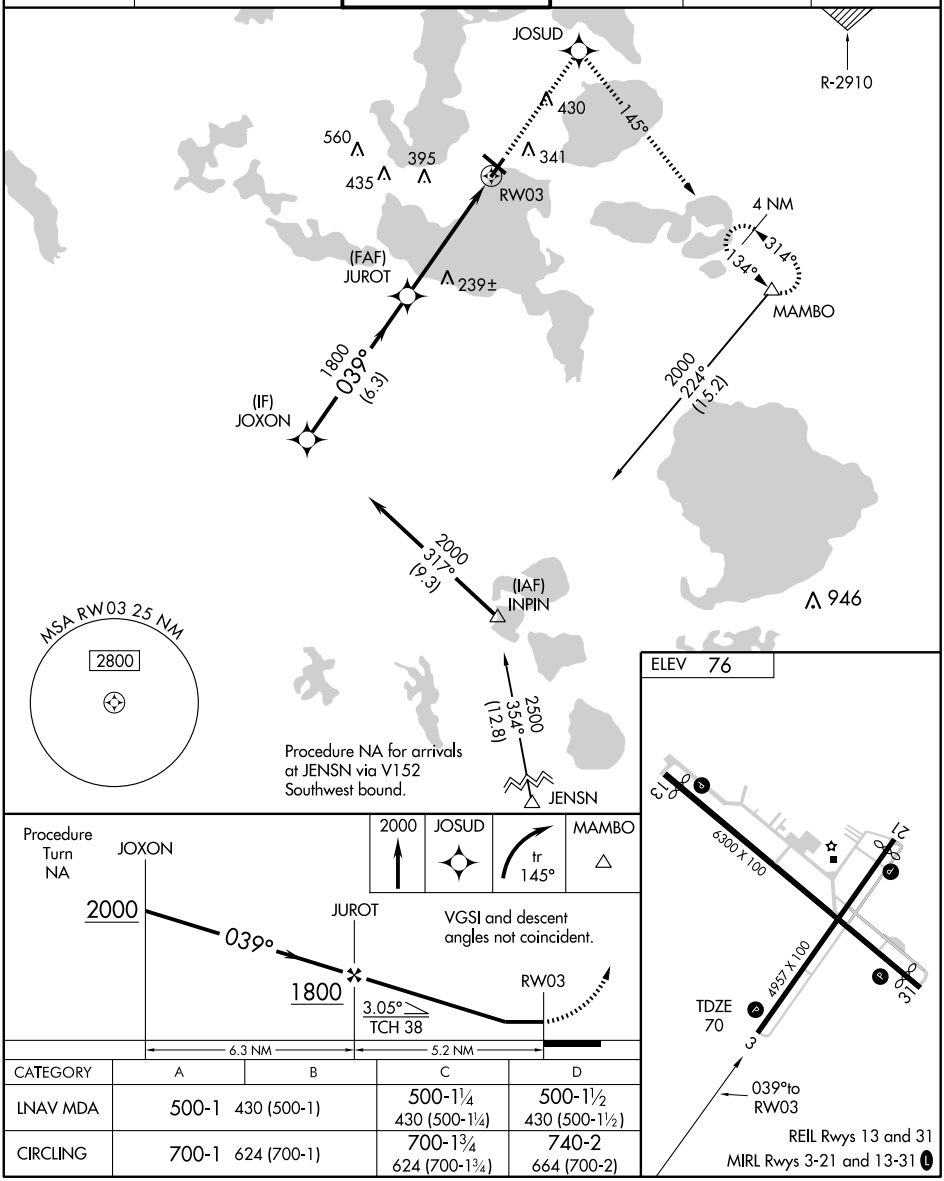
RNAV (GPS) RWY 3

LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct JOSUD and right turn via 145° track to MAMBO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725



CATEGORY	A	B	C	D
LNAV MDA	500-1 430 (500-1)		500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

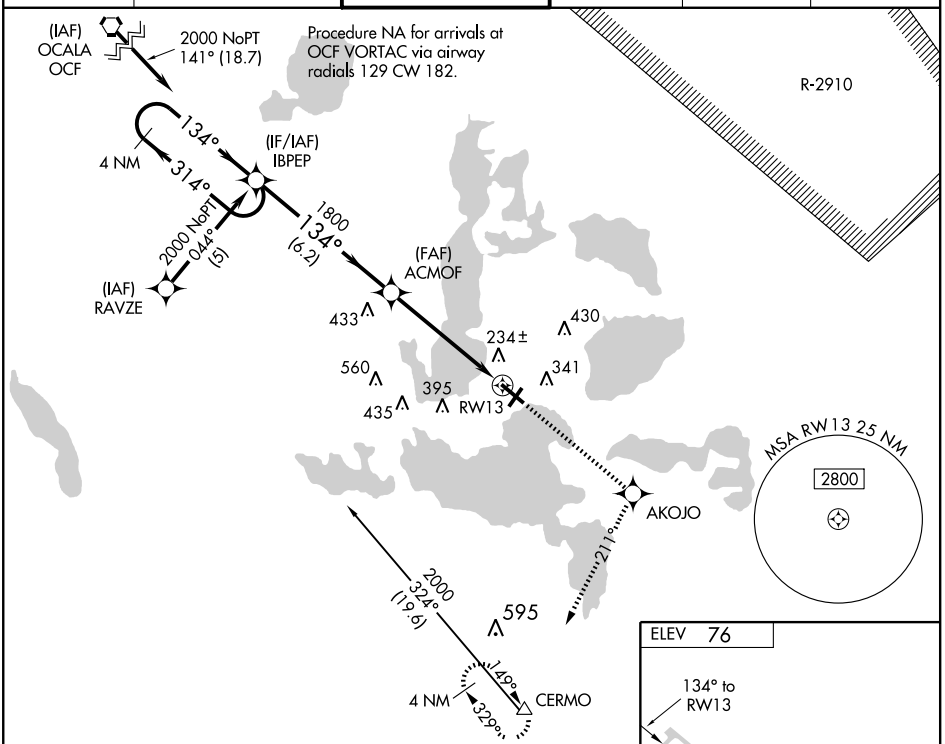
WAAS	APP CRS	Rwy Idg	6000
CH 77802	134°	TDZE	76
W13A		Apt Elev	76

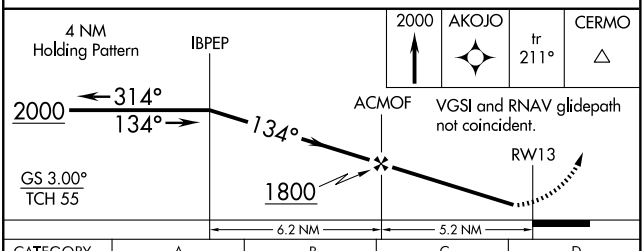
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase DA to 498 feet, and all MDA 100 feet, and increase LPV visibility all Cats ¼ mile, LNAV visibility Cat C ¼, Cat D ½ and Circling visibility Cats C and D ¼.

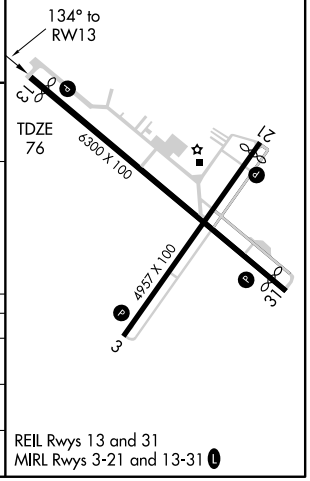
MISSED APPROACH: Climb to 2000 direct AKOJO and via 211° track to CERMO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LPV DA	413-1¼ 337 (400-1¼)			
LNAV MDA	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

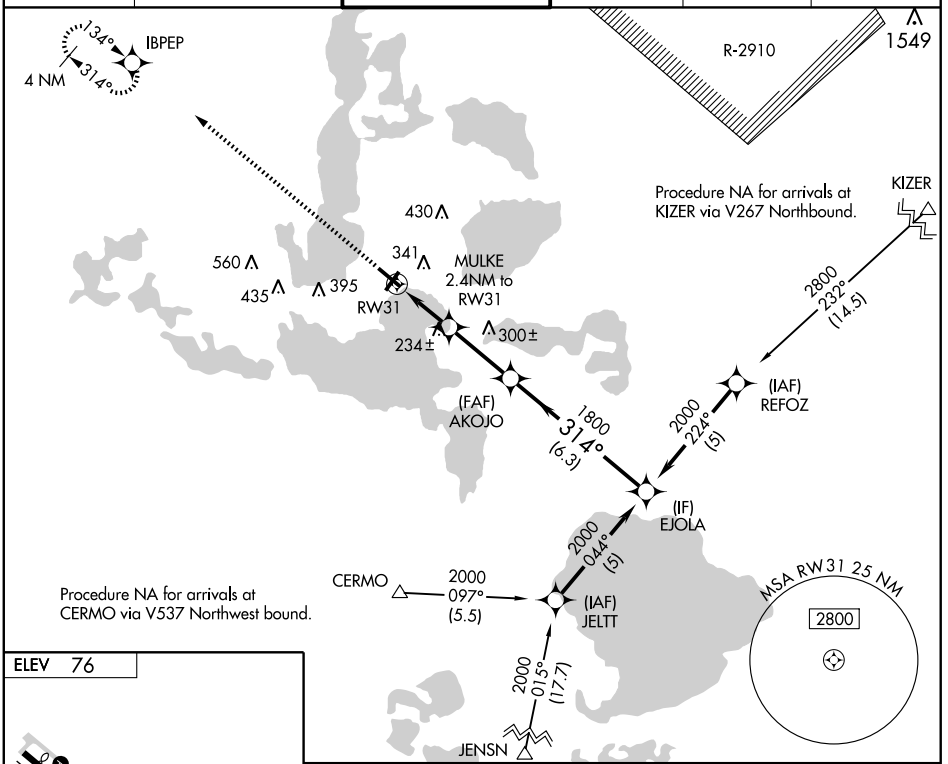
WAAS	APP CRS	Rwy Idg	5900
CH 97602	314°	TDZE	75
W31A		Apt Elev	76

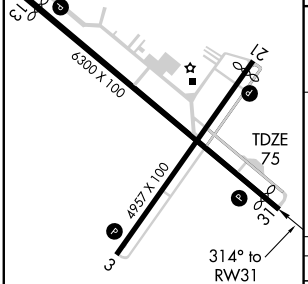
RNAV (GPS) RWY 31
LEESBURG INTL (LEE)

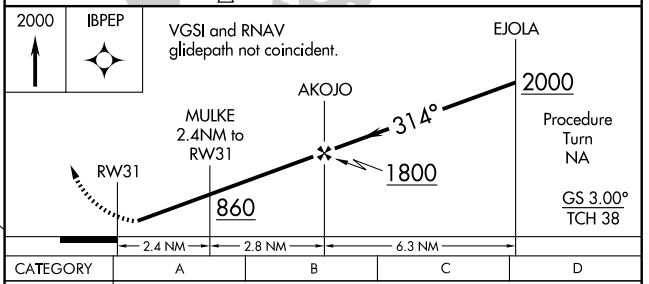
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 439 feet, and all MDAs 100 feet.

MISSED APPROACH:Climb to 2000 direct IBPEP and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
LPV DA	354-1 279 (300-1)			
LNAV MDA	500-1 425 (500-1)		500-1¼ 425 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

REIL Rwys 13 and 31
MIRL Rwys 3-21 and 13-31 L

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CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA **ATIS** 133.825 270.1 **PTD** 372.2

Ⓡ **TAMPA APP CON** 124.95 354.0

TOWER 123.7 294.7 (1100–0400Z‡) **GND CON** 118.575 275.8

Ⓡ **TAMPA DEP CON** 119.9 290.3 (Rwy 04) 119.65 353.575 (Rwy 22)

6 AMW COMD POST (LIGHTING OPS) 311.0 321.0 **PMSV METRO** 344.6

AG See Global HF Systems listing in Flight Information Handbook.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCF.

(L) TACAN Chan 47 MCF (111.0) N27°51.68′ W82°30.81′ at fld. 14/4W. MP Fri 1200–1500Z‡. TACAN azimuth and DME unusable 261°–279° byd 10 NM blo 5,000′.

ILS 109.5 I–MCF Rwy 04. Course line is offset 2.9° to SE, rwy heading is 045°. MP Tue–Wed 1200–1500Z‡.

ILS 111.7 I–GBZ Rwy 22. Course line is offset 2.7° to NE, rwy heading is 225°. MP Tue–Wed 1200–1500Z‡.

COMM/NAV/WEATHER REMARKS: MacDill surveillance radar provided by Tampa.

MARATHON

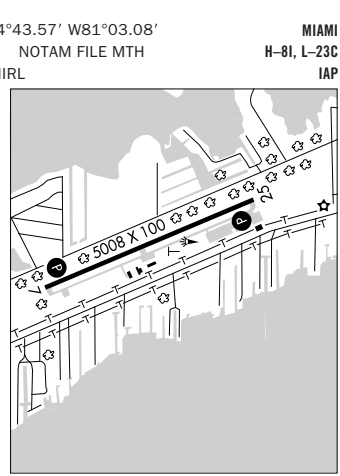
THE FLORIDA KEYS MARATHON (MTH) 3 E UTC−5(−4DT) N24°43.57′ W81°03.08′ **MIAMI**

5 B S2 **FUEL** 100LL, JET A1 + LRA Class I, ARFF Index A NOTAM FILE MTH **H–8I, L–23C**

RWY 07–25: H5008X100 (ASPH–GRVD) S–75, D–129, 2D–191 MIRL **IAP**

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 25: PAPI(P4L)—GA 3.0° TCH 25′. Antenna.



AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel after hrs call 305–743–4222 or 305–481–7615. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats or wing spans greater than 79 ft, call aprt manager 305–289–6060. 24 hr PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305–289–6060. MIRL Rwy 07–25 preset low ints; increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25 and REIL Rwy 07—CTAF. Arpt restricted to all acft with a wing overhang of more than 38.5 ft. Extremely noise sensitive area. Use NBAA close in noise abatement procedures. Local ordinance rqr engine runups in designated areas on commercial ramp or FBO ramps from 0400–1200Z‡ and fines. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 135.525 (305) 743–8373.

COMMUNICATIONS: CTAF/UNICOM 122.8

MIAMI CENTER APP/DEP CON 133.5

MARATHON RCO 122.6 (MIAMI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

KEY WEST (H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 077° 41.8 NM to fld. 10/01E. **HIWAS.**

MARATHON NDB (HW) 260 MTH N24°42.71′ W81°05.72′ 074° 2.5NM to fld. NOTAM FILE MTH.

MARATHON N24°42.71′ W81°05.72′ NOTAM FILE MTH. **MIAMI**

NDB (HW) 260 MTH 074° 2.6 NM to The Florida Keys Marathon. **H–8I, L–23C**

RCO 122.6 (MIAMI RADIO) at The Florida Keys Marathon.

NDB MTH	APP CRS	Rwy Idg	N/A
260	075°	TDZE	N/A
		Apt Elev	5

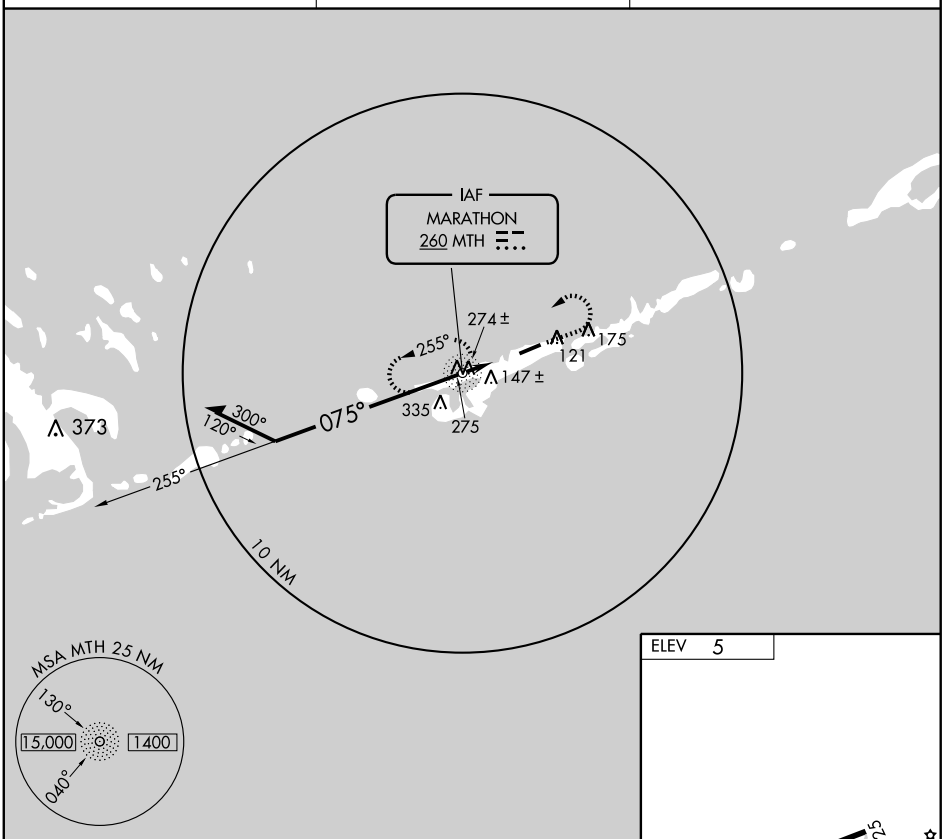
NDB-A

MARATHON/THE FLORIDA KEYS MARATHON (MTH)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	460-1	455 (600-1)	460-1½ 455 (500-1½)	580-2 575 (600-2)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

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WAAS	APP CRS	Rwy Idg	5008
CH 99605	071°	TDZE	5
W07A		Apt Elev	5

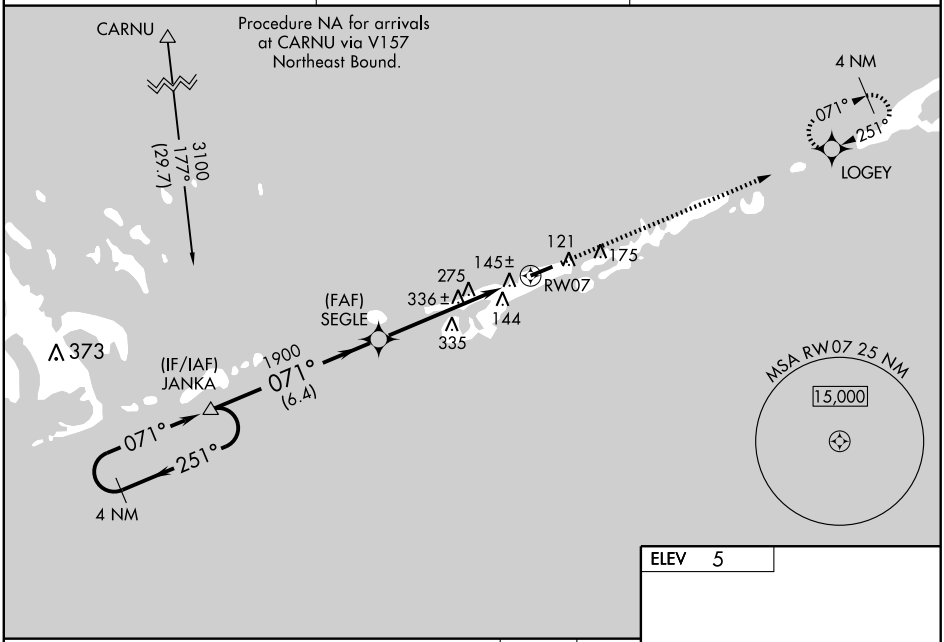
RNAV (GPS) RWY 7

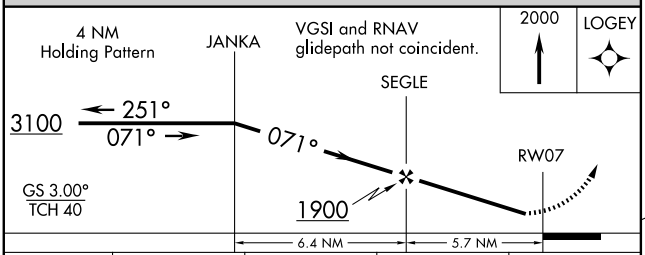
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

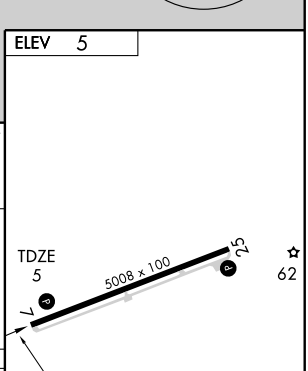
T Baro-VNAV NA when using Key West Intl altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LOGEY and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	389-1¼ 384 (400-1¼)			
LNAV/VNAV DA	441-1½ 436 (500-1½)			
LNAV MDA	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-2 595 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

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RNAV (GPS) RWY 25

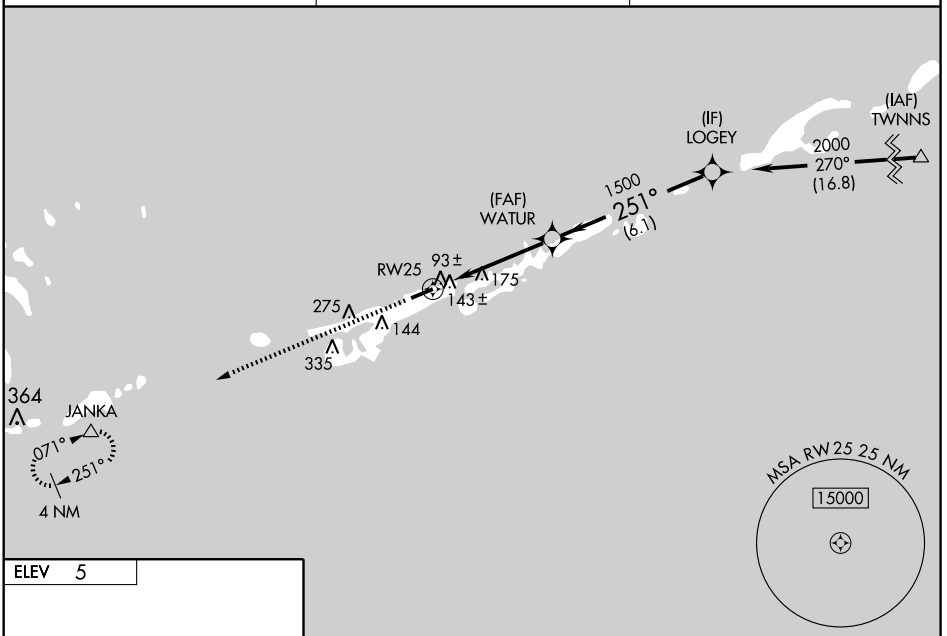
MARATHON / THE FLORIDA KEYS MARATHON (MTH)

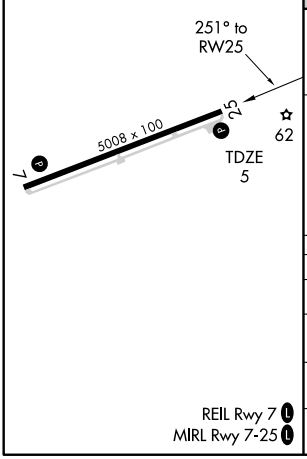
WAAS	APP CRS	Rwy Idg	5008
CH 58312	251°	TDZE	5
W25A		Apt Elev	5

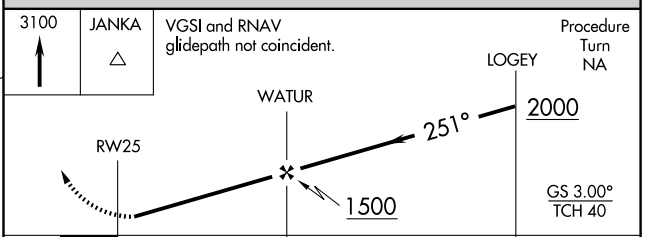
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile.
Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F).
Baro-VNAV NA when using Key West Intl altimeter setting.

MISSED APPROACH: Climb to 3100 direct JANKA and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L



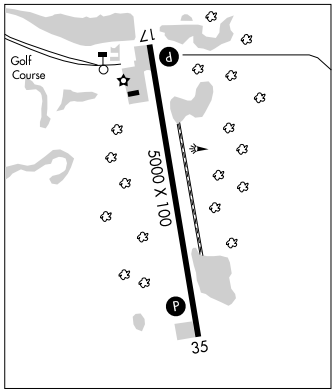




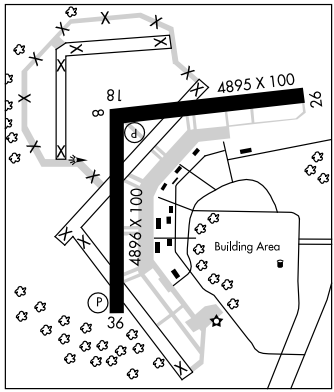
CATEGORY	A	B	C	D
LPV DA	315-1 310 (400-1)			
LNAV/VNAV DA	404-1½ 399 (400-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	460-1 455 (500-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

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MARCO ISLAND (MKY) 4 NE UTC−5(−4DT) N25°59.70′ W81°40.35′ **MIAMI**
5 B **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–23B, 21D**
RWY 17–35: H5000X100 (ASPH) D–100 MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 31′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0000Z‡. For fuel and svc after hrs call 239–394–3355. Exercise extreme caution, acft back-taxiing on rwy. Numerous cranes opr 1 mile W of fld 180′ lgtd and unlgtd. Banner towing on and invof arpt. Noise Sensitive Area. Use NBAA close in Noise Abatement Procedures. Rwy 17–35 grass growing thru cracks. Arpt visibility unreliable. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35 0000–1200Z‡—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.075 (239) 394–8187.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT MYERS APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 120.8
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE APF.
CYPRESS (T) VORW/DME 108.6 CYY Chan 23 N26°09.21′ W81°46.69′ 152° 11.1 NM to fld. 9/03W.
ILS 109.95 I–MQV Rwy 17. (LOC only). OTS indef. Unmonitored 0000–1200Z‡.



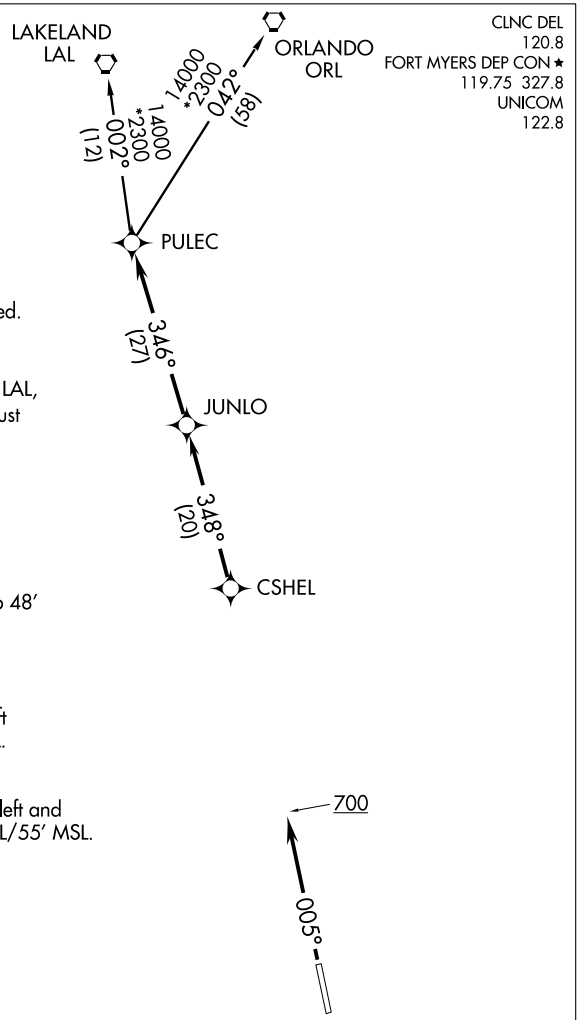
MARIANNA MUNI (MAI) 4 NE UTC−6(−5DT) N30°50.27′ W85°10.91′ **NEW ORLEANS**
110 B S2 **FUEL** 100, JET A NOTAM FILE MAI **L–21C, 22I**
RWY 18–36: H4896X100 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—TCH 34′. Trees.
RWY 36: PAPI(P4L)—TCH 25′. Trees.
RWY 08–26: H4895X100 (ASPH)
RWY 26: Tree. **Rwy 08:** Trees.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1200–2230Z‡. For svcs after hrs call 526–3125. Military performing special helicopter ops on and invof arpt. Rwy 08–26 cracking with grass growing.
WEATHER DATA SOURCES: ASOS 133.525 (850) 482–6082.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 114.0T (GAINESVILLE RADIO)
Ⓡ **CAIRNS APP/DEP CON** 133.75 (Sun–Mon 1200–0500Z‡, Tue–Sat 24 hrs), other times ctc
Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.
(L) VORTAC 114.0 MAI Chan 87 N30°47.17′ W85°07.47′ 316° 4.3 NM to fld. 120/00E.
VORTAC unusable:
261°–276° byd 25 NM blo 3,000′
346°–061° byd 30 NM blo 2,000′
SOYYA NDB (MHW) 329 SMY N30°52.30′ W85°13.50′ 134° 3 NM to fld. NOTAM FILE GNV. NDB unmonitored 0300–1100Z‡.



MARION CO (See DUNNELLON)

MASSEY RANCH AIRPARK (See NEW SMYRNA BEACH)

CSHEL FOUR DEPARTURE (RNAV)



TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 17: Trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL.
Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL.
Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL.
Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL.
Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

NOTE: Chart not to scale.

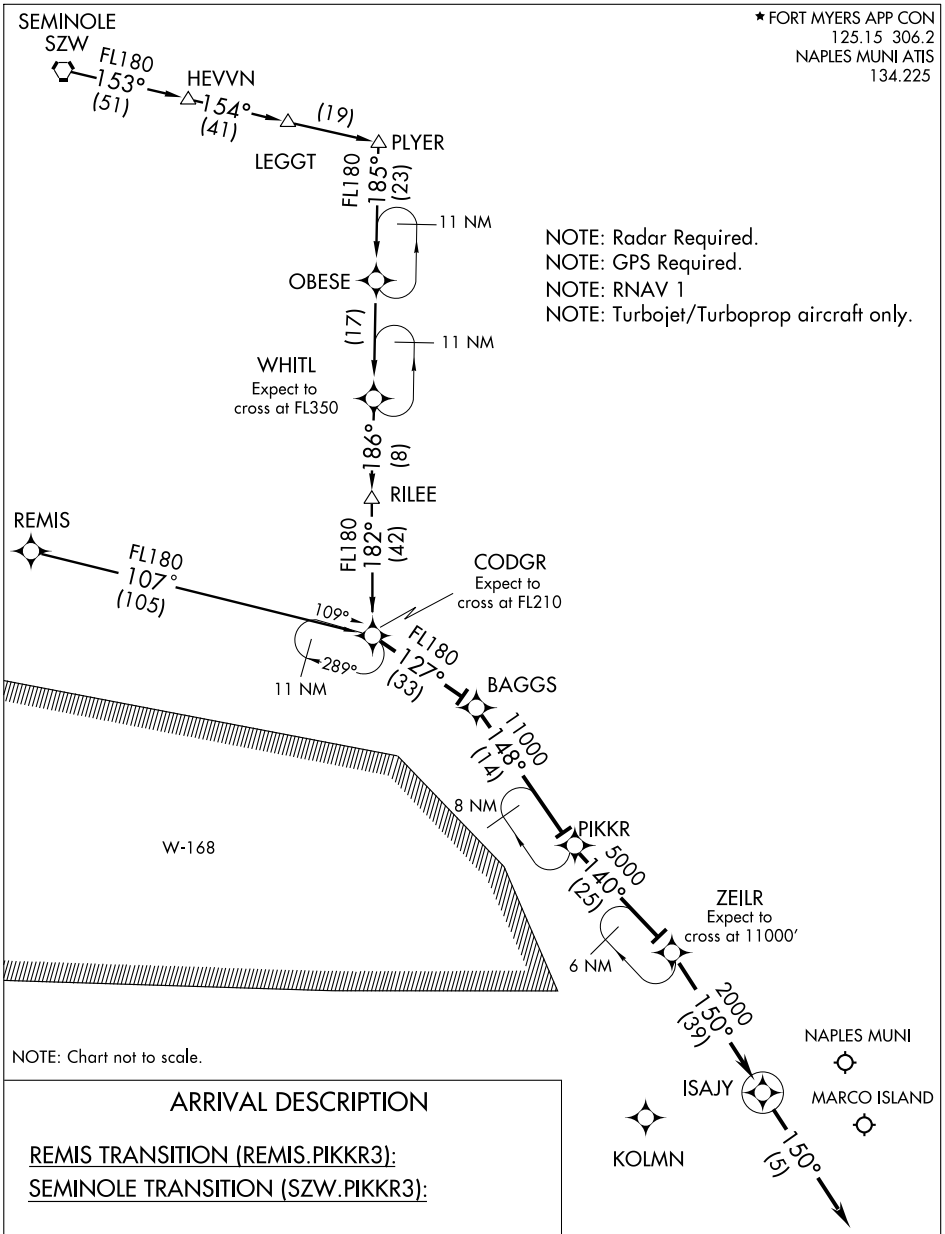
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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):
SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

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WAAS CH **93516** **W17A** | APP CRS **171°** | Rwy Idg **5000** TDZE **5** Apt Elev **5**

RNAV (GPS) RWY 17

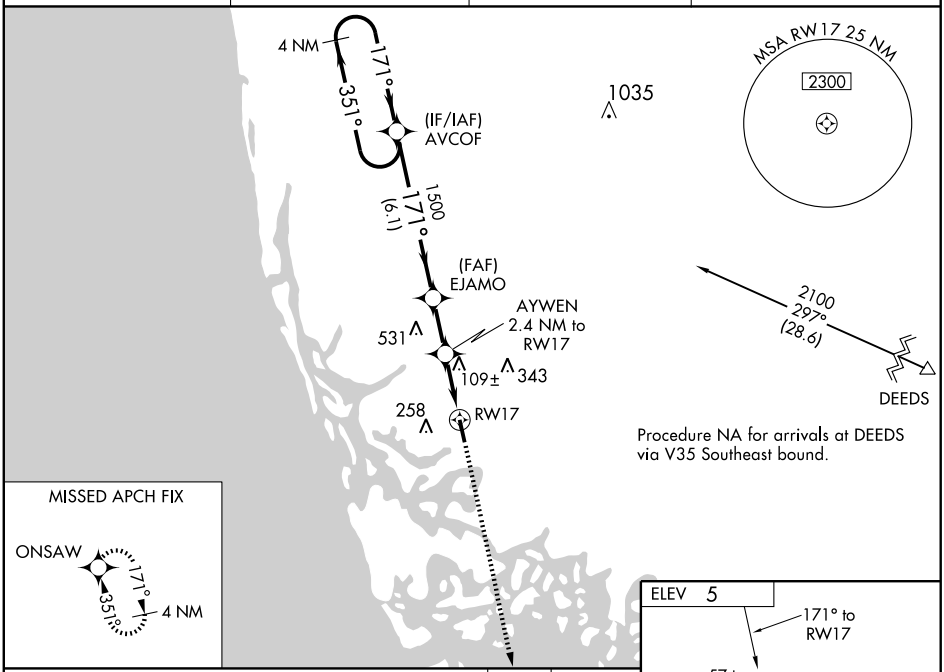
MARCO ISLAND (MKY)

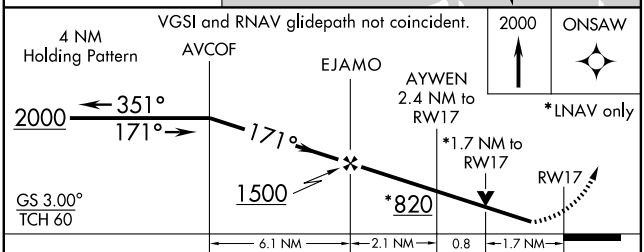
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

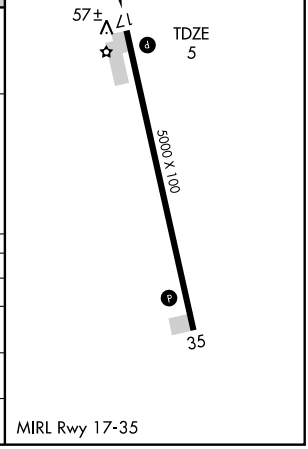
NA

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)		560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

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WAAS	APP CRS	Rwy Idg	5000
CH 53316	351°	TDZE	5
W35A		Apt Elev	5

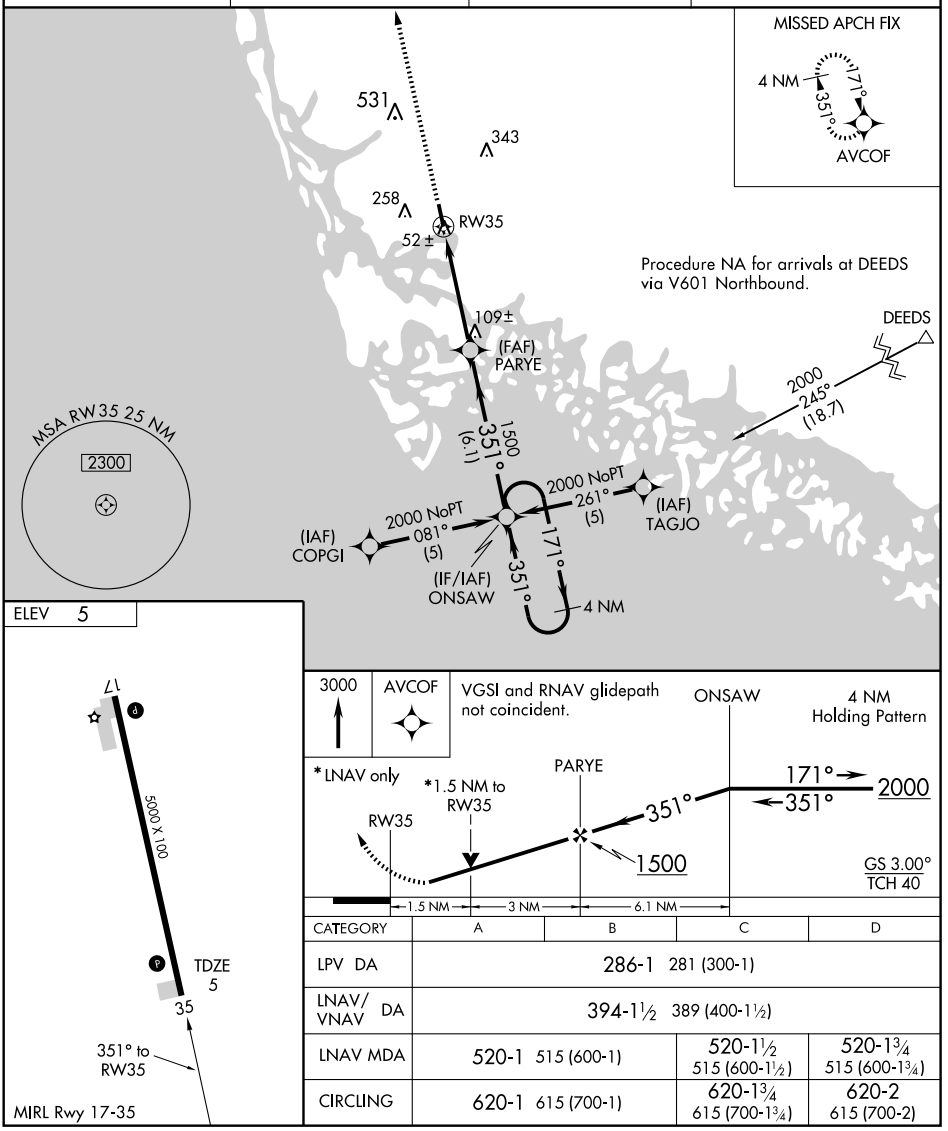
RNAV (GPS) RWY 35

MARCO ISLAND (MKY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct AVCOF and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF)

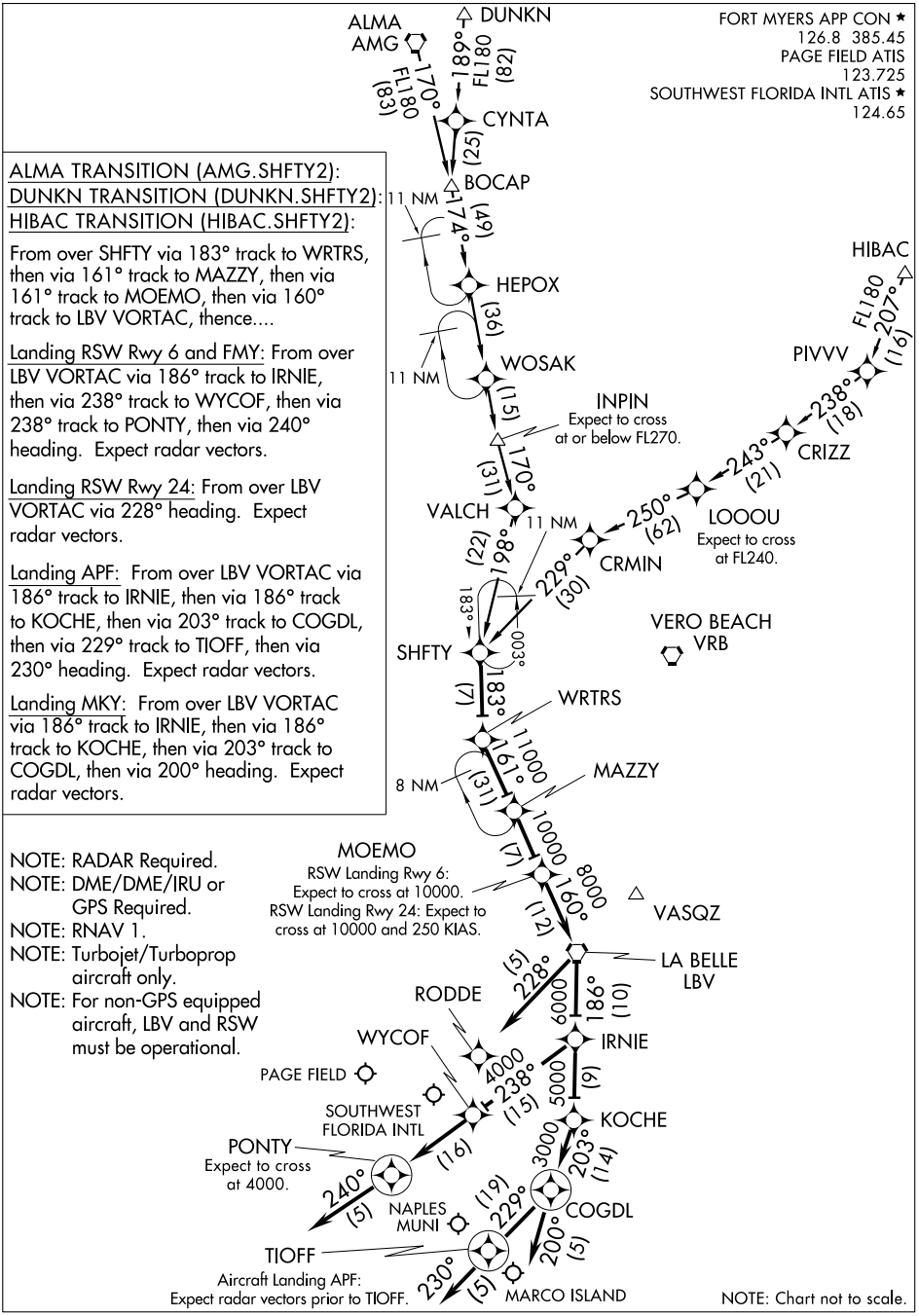


CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

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SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	151°	TDZE	5
Chan 23		Apt Elev	5

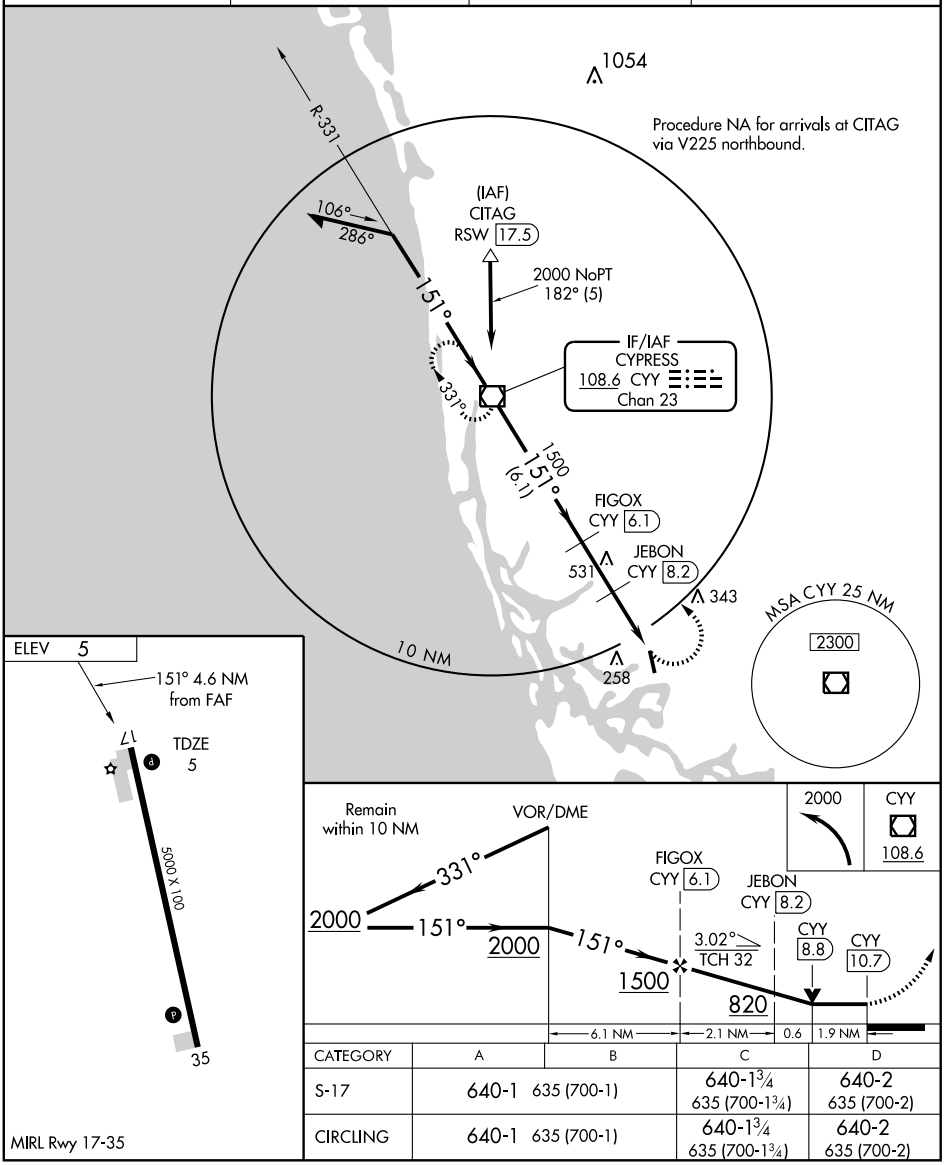
VOR/DME RWY 17

MARCO ISLAND (MKY)

Visibility reduction by helicopters NA.
NA
VDP NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all MDA 40 feet increase S-17 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct CYY VOR/DME and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L



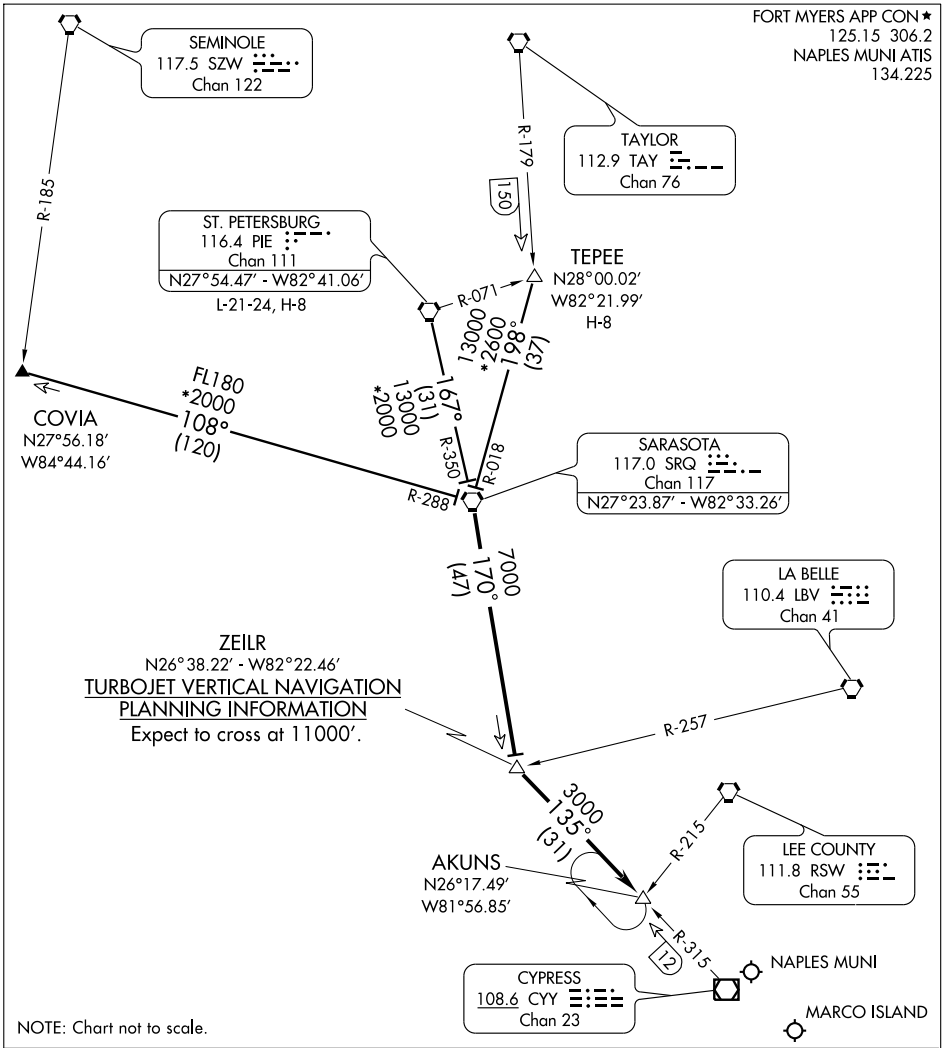
CATEGORY	A	B	C	D
S-17	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)
CIRCLING	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

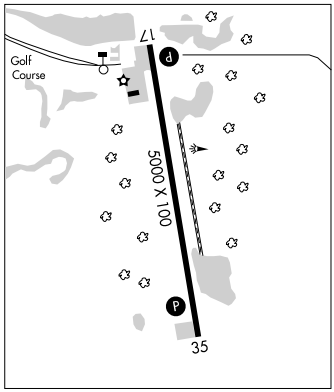
ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

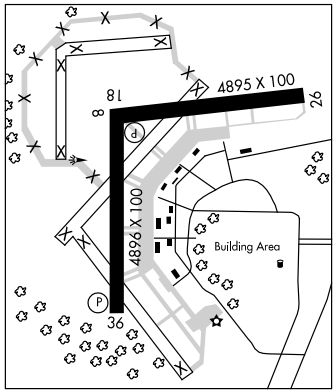
. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MARCO ISLAND (MKY) 4 NE UTC−5(−4DT) N25°59.70′ W81°40.35′ **MIAMI**
5 B **FUEL** 100LL, JET A NOTAM FILE MIA **H–8H, L–23B, 21D**
RWY 17–35: H5000X100 (ASPH) D–100 MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 35: PAPI(P4L)—GA 3.0° TCH 31′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0000Z‡. For fuel and svc after hrs call 239–394–3355. Exercise extreme caution, acft back-taxiing on rwy. Numerous cranes opr 1 mile W of fld 180′ lgtd and unlgtd. Banner towing on and invof arpt. Noise Sensitive Area. Use NBAA close in Noise Abatement Procedures. Rwy 17–35 grass growing thru cracks. Arpt visibility unreliable. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35 0000–1200Z‡—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.075 (239) 394–8187.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FORT MYERS APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 120.8
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE APF.
CYPRESS (T) VORW/DME 108.6 CYY Chan 23 N26°09.21′ W81°46.69′ 152° 11.1 NM to fld. 9/03W.
ILS 109.95 I–MQV Rwy 17. (LOC only). OTS indef. Unmonitored 0000–1200Z‡.



MARIANNA MUNI (MAI) 4 NE UTC−6(−5DT) N30°50.27′ W85°10.91′ **NEW ORLEANS**
110 B S2 **FUEL** 100, JET A NOTAM FILE MAI **L–21C, 22I**
RWY 18–36: H4896X100 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—TCH 34′. Trees.
RWY 36: PAPI(P4L)—TCH 25′. Trees.
RWY 08–26: H4895X100 (ASPH)
RWY 26: Tree. **Rwy 08:** Trees.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1200–2230Z‡. For svcs after hrs call 526–3125. Military performing special helicopter ops on and invof arpt. Rwy 08–26 cracking with grass growing.
WEATHER DATA SOURCES: ASOS 133.525 (850) 482–6082.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 114.0T (GAINESVILLE RADIO)
Ⓡ **CAIRNS APP/DEP CON** 133.75 (Sun–Mon 1200–0500Z‡, Tue–Sat 24 hrs), other times ctc
Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MAI.
(L) VORTAC 114.0 MAI Chan 87 N30°47.17′ W85°07.47′ 316° 4.3 NM to fld. 120/00E.
VORTAC unusable:
261°–276° byd 25 NM blo 3,000′
346°–061° byd 30 NM blo 2,000′
SOYYA NDB (MHW) 329 SMY N30°52.30′ W85°13.50′ 134° 3 NM to fld. NOTAM FILE GNV. NDB unmonitored 0300–1100Z‡.



MARION CO (See DUNNELLON)

MASSEY RANCH AIRPARK (See NEW SMYRNA BEACH)

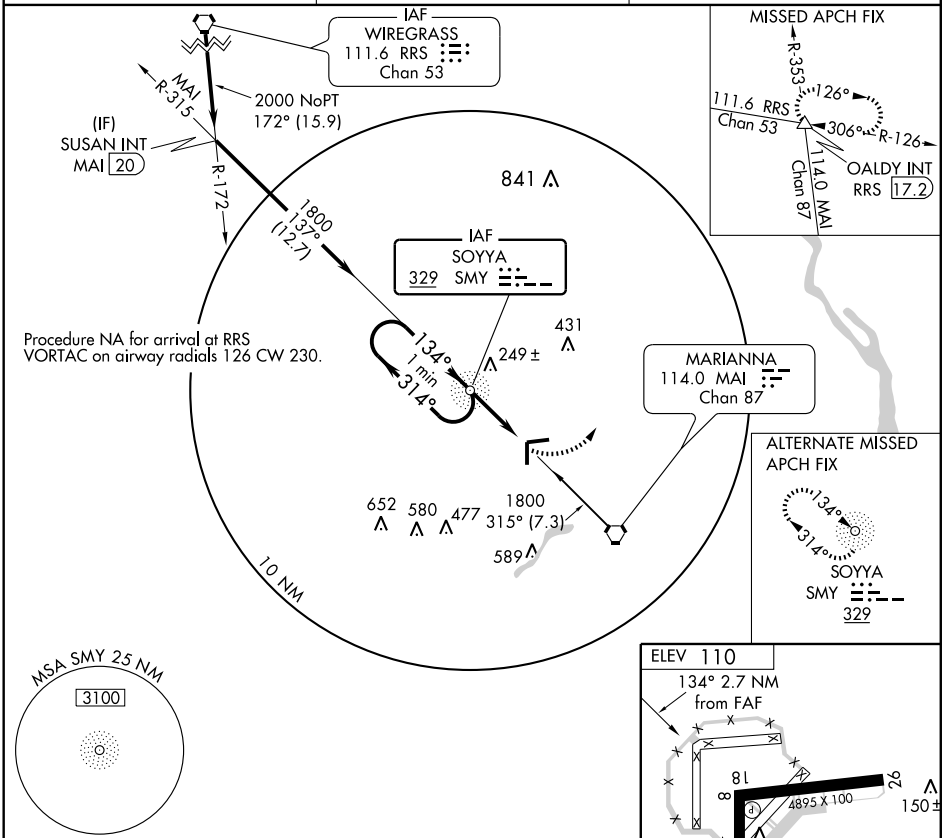
NDB SMY	APP CRS	Rwy ldg	N/A
329	134°	TDZE	N/A
		Apt Elev	110

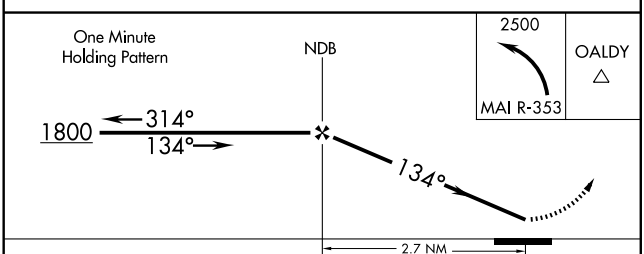
NDB-C
MARIANNA MUNI (MAI)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Brainbridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY Int/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4896
182°	TDZE	110
	Apt Elev	110

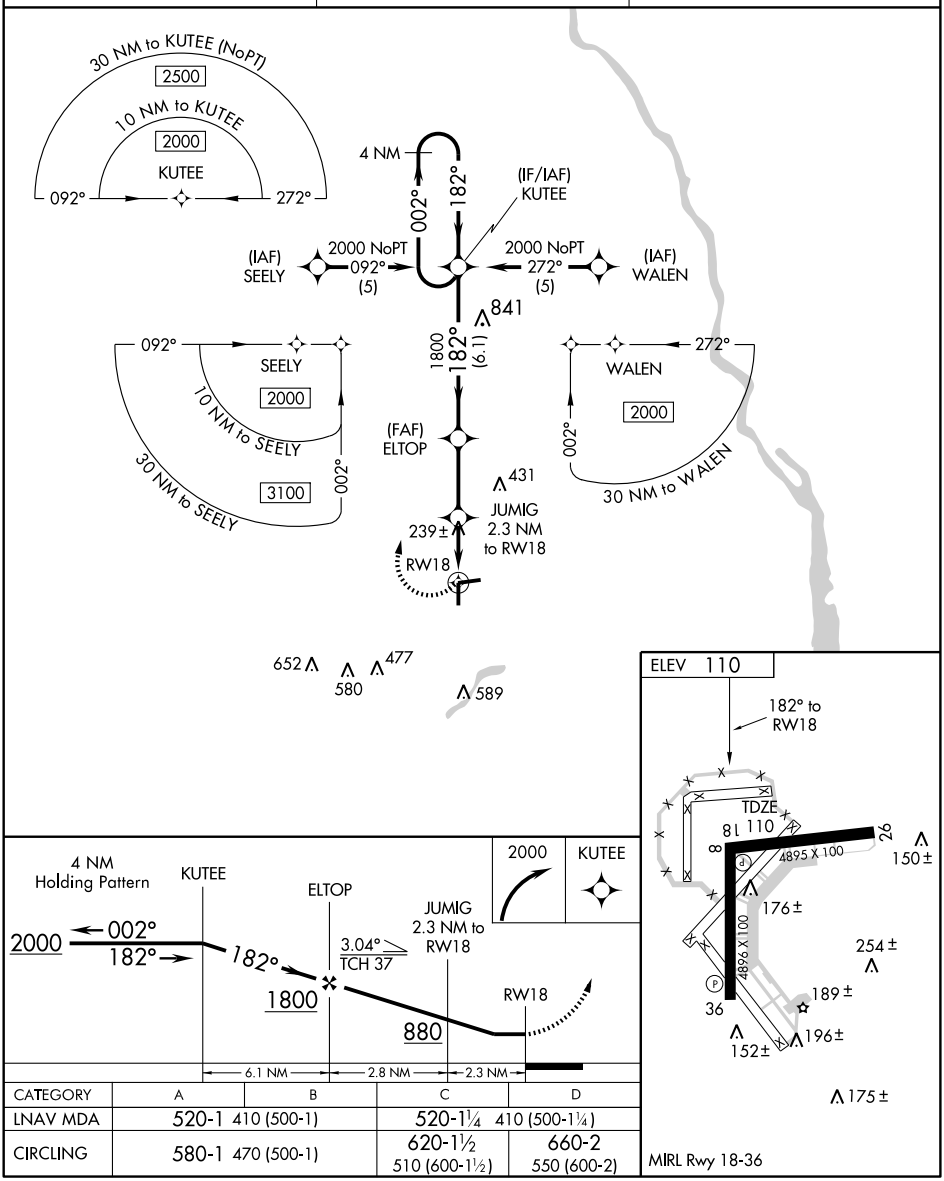
RNAV (GPS) RWY 18

MARIANNA MUNI (MAI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct KUTEE and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	520-1 410 (500-1)		520-1¼ 410 (500-1¼)	
CIRCLING	580-1 470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR-A

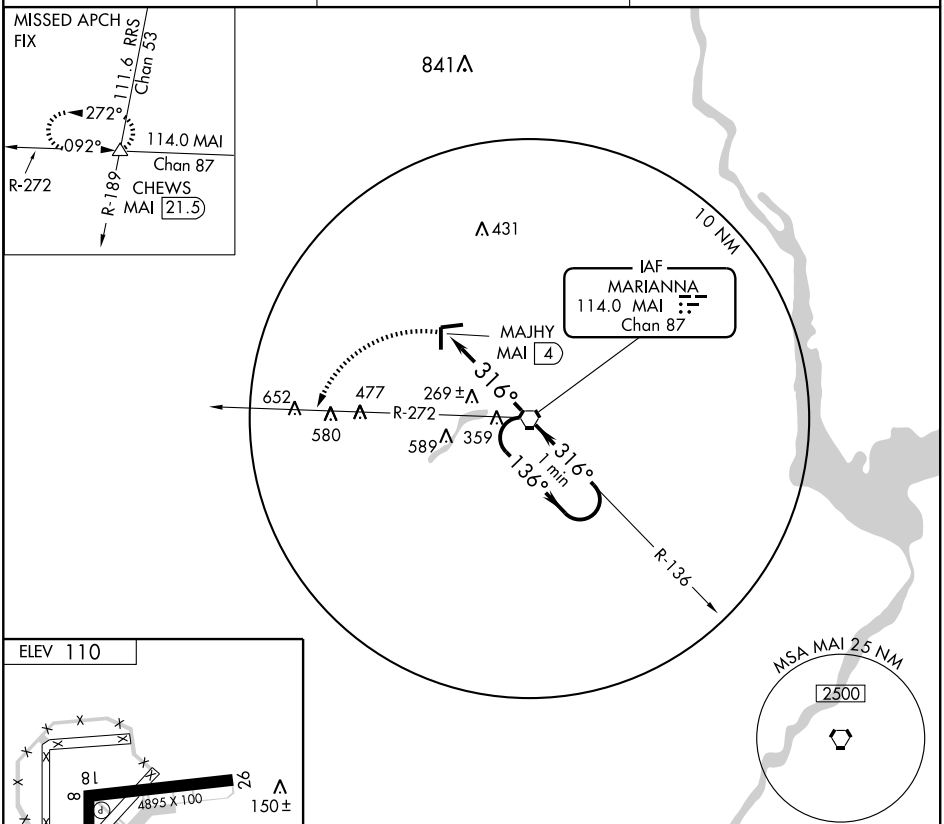
MARIANNA MUNI (MAI)

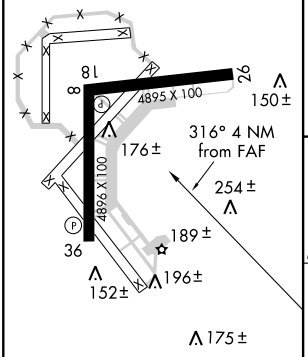
VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	316°	TDZE	N/A
Chan 87		Apt Elev	110

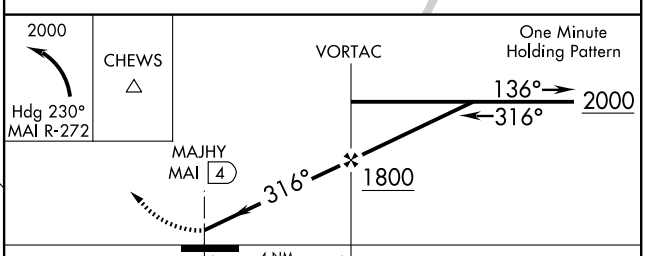
Visibility reduction by helicopters NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS Int/MAI 21.5 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	580-1	470 (500-1)	620-1½	660-2
			510 (600-1½)	550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

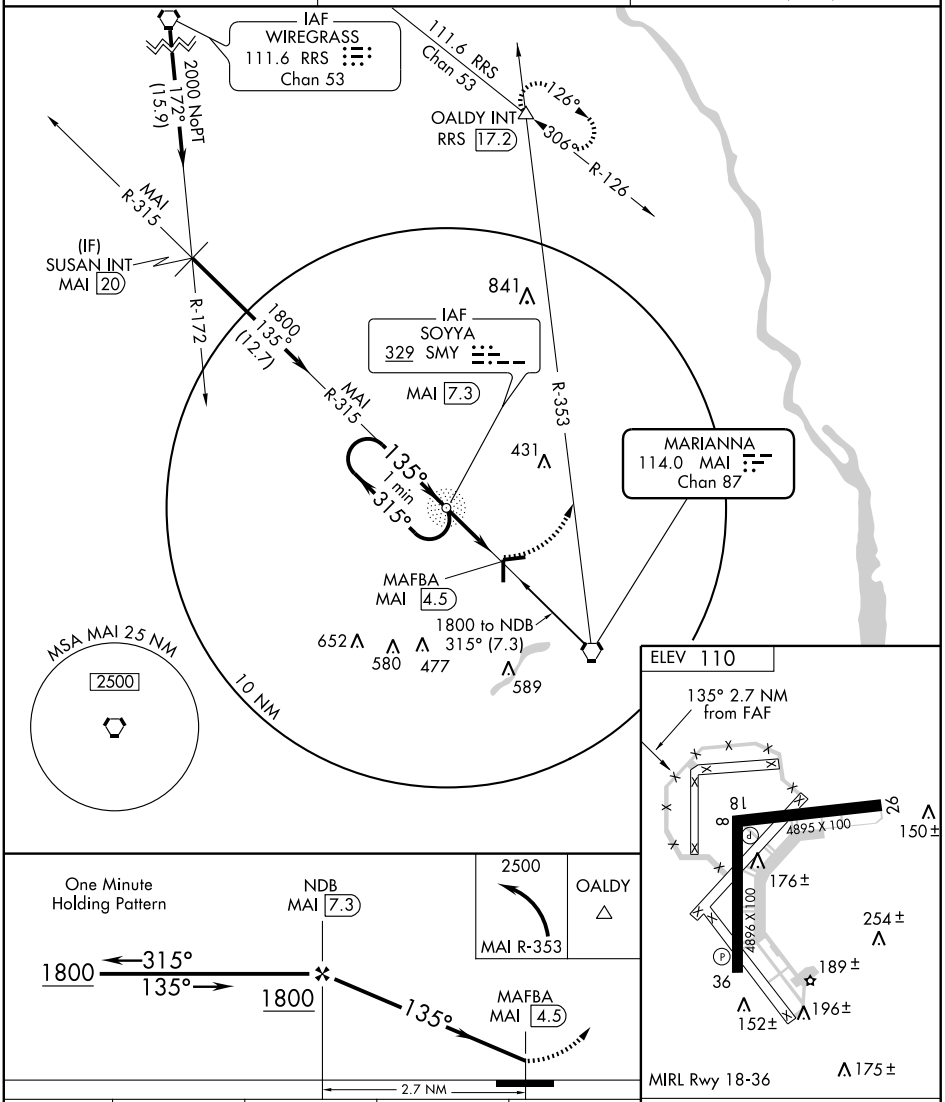
VOR-B
MARIANNA MUNI (MAI)

VORTAC MAI	APP CRS	Rwy ldg N/A
114.0	135°	TDZE N/A
Chan 87		Apt Elev 110

Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use Bainbridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)

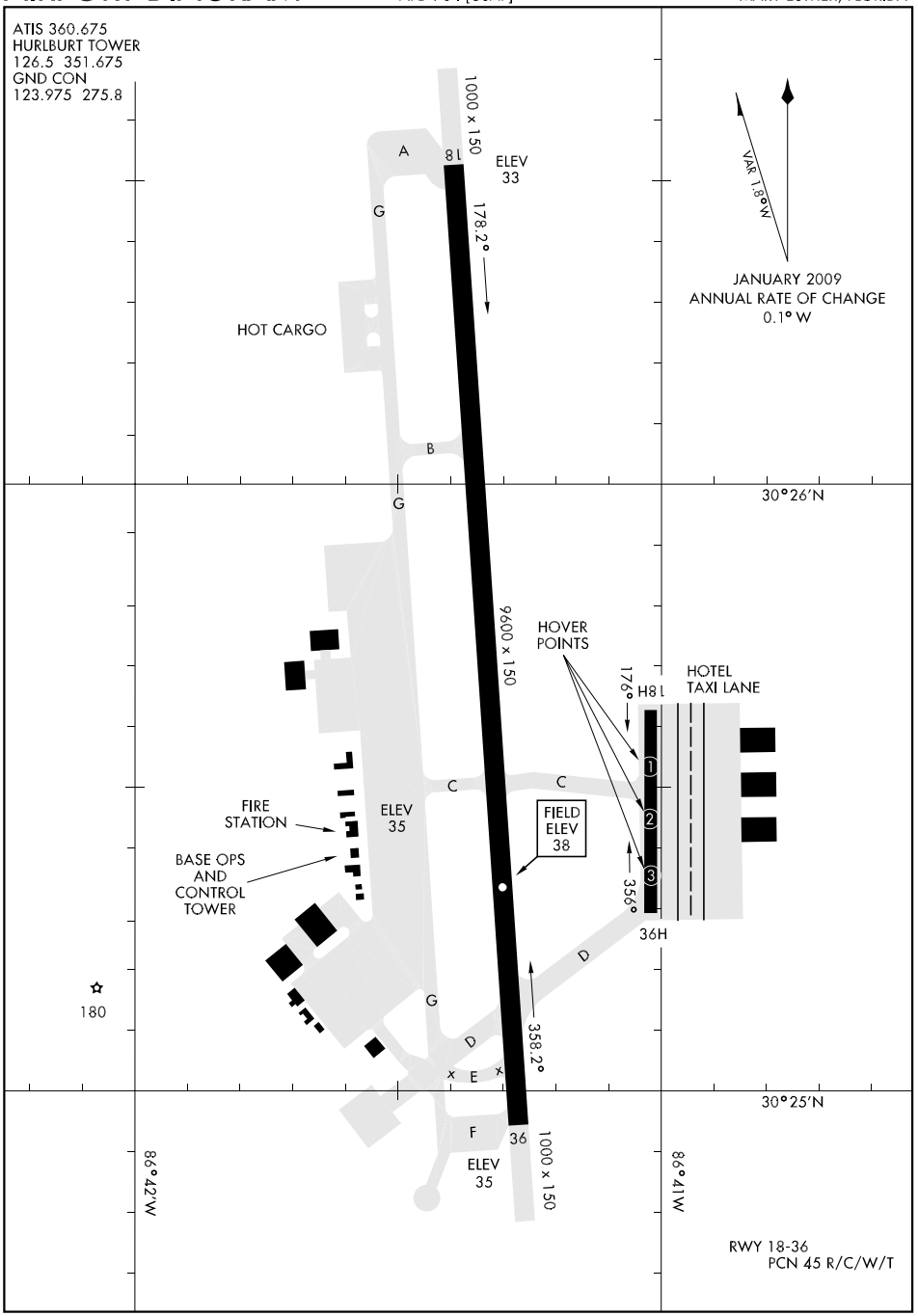


CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾	720-2
			610 (700-1¾)	610 (700-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HURLBURT FLD (HRT)(KHRT) AF 2 E UTC−6(−5DT) N30°25.67′ W86°41.36′ **NEW ORLEANS**
38 B Class I, ARFF Index Ltd. NOTAM FILE CEW Not insp. **H–7E, 8G, L–21C, 22H**
RWY 18–36: H9600X150 (CONC) PCN 45 R/C/W/T. HIRL **DIAP, AD**
RWY 18: SALSF. PAPI(P4L). **RWY 36:** ALSF1. PAPI(P4L). Rgt tfc.
MILITARY SERVICE: LGT Rwy 36 PAPI glide slope and ILS glide slope not coincidental.
JASU (A/M32A–86D) (A/M32A–95) (MEP–360A) **FUEL** J8 with 24 hr prior notice **FLUID** PRESAIR LOX LPOX. LOX not avbl for F–16, F–15, F–18, A–10, and T–38 acft. **OIL** O–148–156 SOAP **TRAN ALERT** Tran acft must have PPR and use follow–me to park svc avbl 1300–0430Z‡. Tran alert will not support local, round robins in or out and back tran acft.
MILITARY REMARKS: See FLIP AP/1 Route and Area Rstd (Florida–Valparaiso) and Supplementary Arpt Remark (Hurlburt Fld). **RSTD** PPR including scheduled AMC mission due ltd ramp space, tran acft parking ltd, 24 hr prior notice rqr Base OPS DSN 579–7806/7, C850–884–7806/7, fax DSN 579–5358; PPR good for +/− 1 hr PPR time. Coordination of PPR outside of block time by telephone is rqr. Airfield subject to no notice closure. All tran acft flying local area missions, ctc Comd Post prior to tkf or ASAP after tkf. All tran acft supporting special opr ctc CHINDIT OPS 30 minutes prior to ETA. Compass rose ltd to tow in and out only. Rwy 18 dsplcd thld may be used by base assigned acft for tkf and rollout, ctc twr with request to back taxi. Taxiing acft engine run–ups at the following locations provided the aircrew has cleared the area and applied any specific acft restrictions. Twy A, D, F, G abeam B and G abeam D (flare ramp must be clear of acft/personnel). Limit take–off and landing to one (1) within +/− 1 hr of SR/SS. Touch and go's not authorized during this window, and low apch rstd to 500′ AGL. Full stop taxi–back, for purposes of onload/offloading personnel, is authorized. (Exc: rotary wing/tilt rotor ops to conduct rqr training blo 1000′ are authorized. Crews will exercise due diligence. If bird condition elevated to severe, comply with SOW Bash plan restrictions. **CAUTION** VFR corridor 1.2 NM S of rwy. 80′ crane (intermittent) located 3000′ S and 1000′ W of extended rwy centerline. Precision obst free zone critical area hold signs unavbl on Twy F. **CUSTOMS/AG/IMG–ITD SVC** Avbl for acft supporting AFSOC ops. 24 hr prior notice required. All other acft must clear customs prior to arrival to Hurlburt Fld. **MISC** Airfield wx is monitored by AN/FMQ–19, automated observing system and augmented by human observer 24/5; limited augmentation on weekends. Acft with DV7 or abv ctc Comd Post 30 min prior to ETA. All tran aircrews will check in with Base OPS before dep flight line. No classified materials avbl for trans issue. Ltd storage for classified material at Base OPS. Top Secret and additional storage avbl at Comd Post. Tran aircrews planning to fly local sorties must bring a cellular to provide Comd Post a 24 hr ctc. Fleet svc avbl with a minimum 24 hrs notice DSN 579–5781/3901. Passenger processing requires 24 hr notice DSN 579–5781/3901.
COMMUNICATIONS: ATIS 360.675 **PTD** 372.2
Ⓡ **EGLIN APP CON** 125.1 281.45 (271°–089°) 132.1 360.6 (090°–270°)
TOWER 126.5 351.675 **GND CON** 123.975 275.8 (All acft ctc prior to engine start)
Ⓡ **EGLIN DEP CON** 132.1 360.6
COMD POST (CHINDIT OPS) 143.0 251.25 11610.0 (5.732 after 2300Z‡). **PMSV METRO** 335.45
AIRSPACE: CLASS D svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE HRT.
(T) TACAN Chan 45 HRT (110.8) N30°25.68′ W86°41.42′ at fld. 35/0E. Monitored when twr open. No NOTAM MP Thu 1300–1600Z‡ TACAN unusable 076°–104° byd 5 NM blo 4,000′.
ILS 111.3 I–HRT Rwy 36. No NOTAM MP Localizer or Glide slope Tue and Wed 1300–1600Z‡.

• • • •

COPTER TACAN RWY 18

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
HRT Chan 45	180°	9600	35	38

AL-734 [USAF]

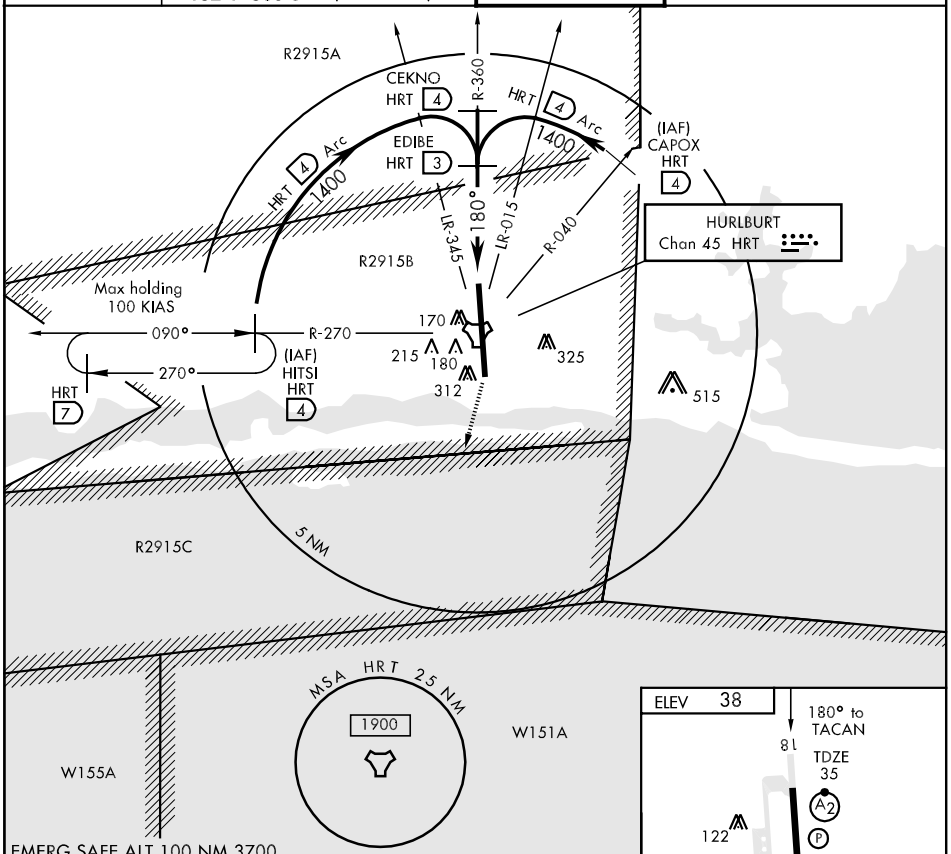
HURLBURT FLD (KHRT)

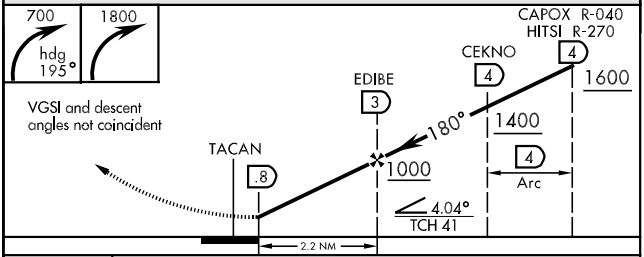
*When ALS inop, increase vis to 1 mile.

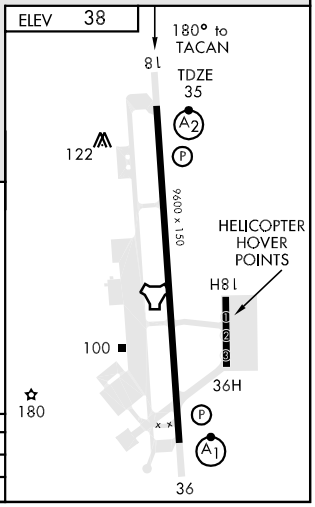
SALSF

MISSED APPROACH: Climb to 700 via 195° heading, then turn right direct HITSI and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER
H-18*	420-¾ 385 (400-¾)
CIRCLING	NOT AUTHORIZED

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SE-3, 23 SEP 2010 to 21 OCT 2010

COPTER TACAN RWY 36

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
HRT Chan 45	352°	9600	37	38

AL-734 [USAF]

HURLBURT FLD (KHRT)

▼ * When ALS inop, increase RVR to 50, vis to 1 mile.

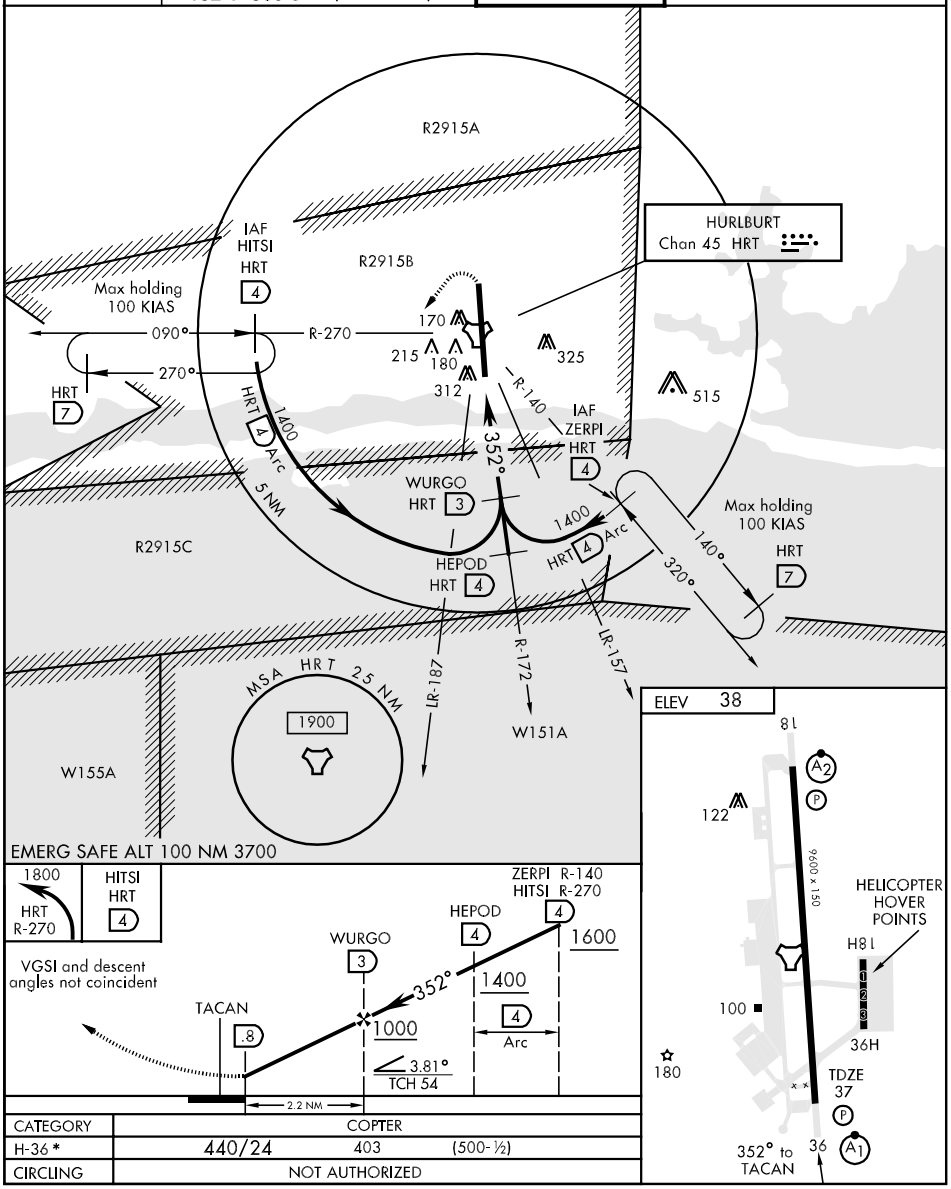
ALSF-1

MISSED APPROACH: Turn left to intercept HRT R-270 to HITSI R-270/4 DME and hold. Maintain 1800.

ATIS	EGLIN APP CON		HURLBURT TOWER	GND CON
360.675	125.1 281.45	(271°- 089°)	126.5 351.675	123.975 275.8
	132.1 360.6	(090°- 270°)		

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	COPTER		
H-36 *	440/24	403	(500-½)
CIRCLING	NOT AUTHORIZED		

COPTER TACAN RWY 36

ILS or LOC RWY 36

LOC I-HRT	APCH CRS	Rwy ldg	9600
111.3	358°	TDZE	37
		Arpt Elev	38

AL-734 [USAF]

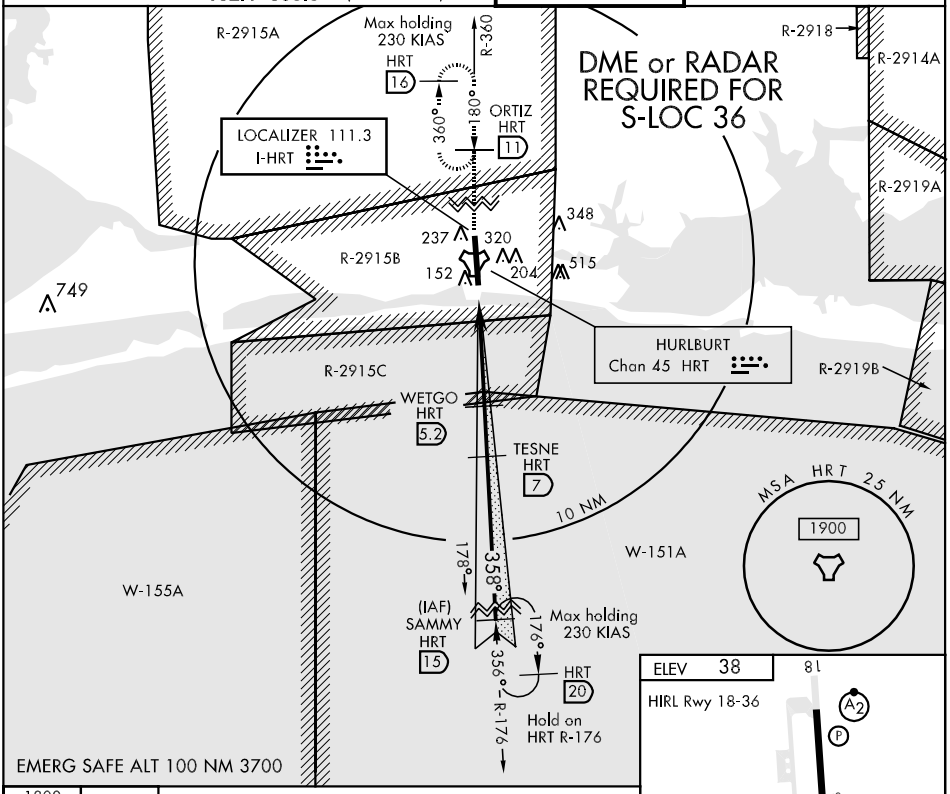
HURLBURT FLD (KHRT)

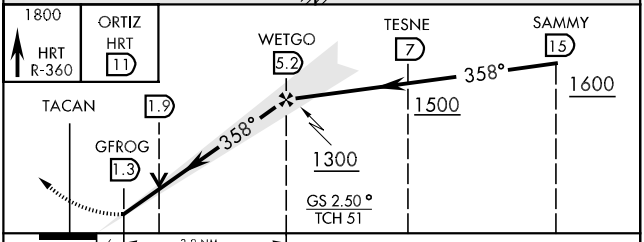
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

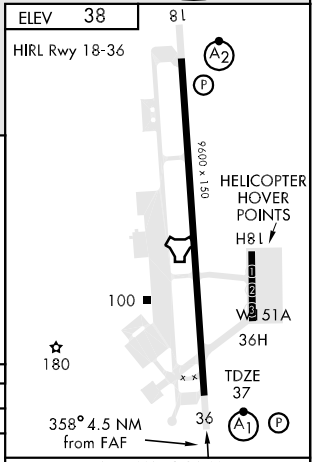
ALSF-1 (A1)

MISSED APPROACH: Climb to 1800 on HRT TACAN R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-ILS 36*	237/24		200 (200-½)		
S-LOC 36**	360/24 323 (400-½)		360/40 323 (400-¾)		
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	9600
178°	TDZE	35
	Arpt Elev	38

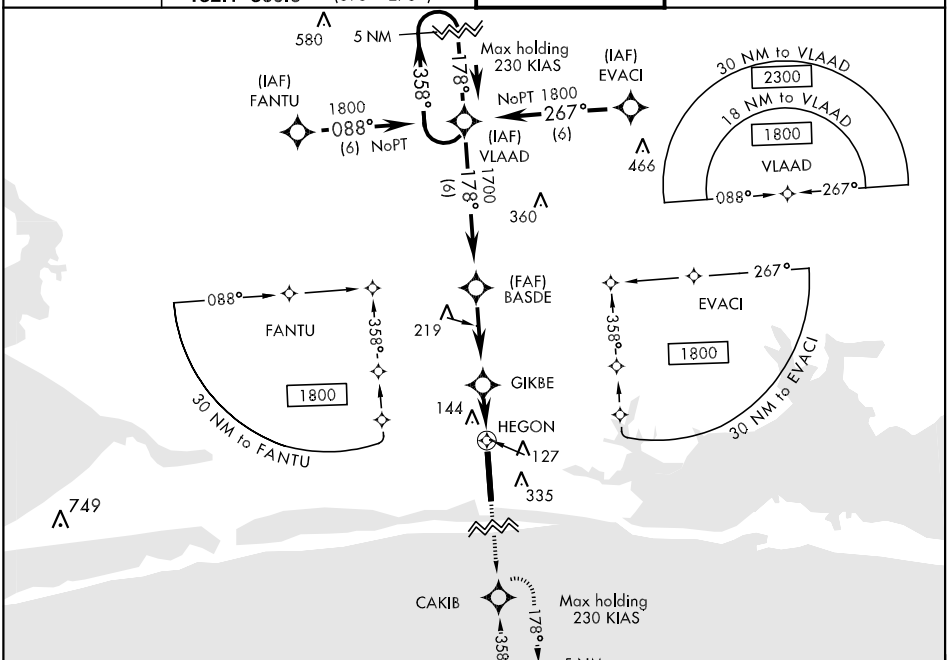
AL-734 [USAF]

HURLBURT FLD (KHRT)

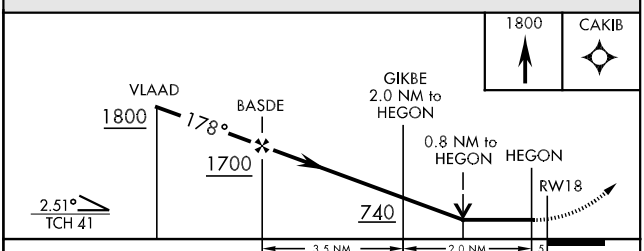
SALSF

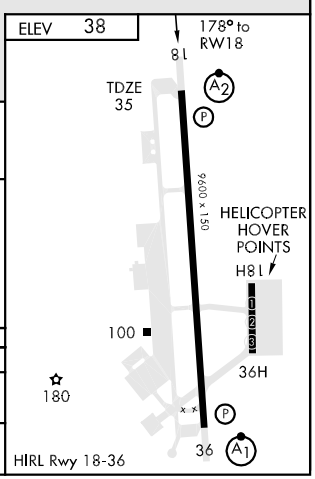
MISSED APPROACH: Climb to 1800 direct CAKIB and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D
LNAV MDA	420-¾ 385 (400-¾)			420-1 385 (400-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	9600
358°	TDZE	37
	Arpt Elev	38

AL-734 [USAF]

HURLBURT FLD (KHRT)

ALSF-1

MISSED APPROACH: Climb to 1800 direct VLAAD and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8

5 NM
179°
359°
Max holding
230 KIAS
VLAAD
335
749
HABEV
30 NM to CAMAM
1800
178°
CAMAM
088°
(FAF)
JASPR
1700
(6)
358°
30 NM to ALURE
1800
178°
ALURE
268°
(IAF)
CAKIB
1800
088°
(5.1) NoPT
(IAF)
CAMAM
1800
268°
(5.1) NoPT
(IAF)
ALURE
178°
358°
Max holding
230 KIAS
5 NM
088°
268°
CAKIB
1800
30 NM to CAKIB
EMERG SAFE ALT 100 NM 3700

1800
VLAAD
CAKIB
JASPR
358°
1800
RW 36
0.6 NM to
HABEV
HABEV
1700
2.53°
TCH 54
.8
5.2 NM

ELEV 38
8 L
9600 x 150
HELICOPTER
HOVER
POINTS
H8 L
100
36H
180
36
TDZE
37
HIRL Rwy 18-36
358° to
RW36

CATEGORY	A	B	C	D
LNAV MDA	460/24 423 (500-½)		460/40 423 (500-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 18

TACAN	APCH CRS	Rwy Idg	9600
HRT	180°	TDZE	35
Chan 45		Arpt Elev	38

AL-734 [USAF]

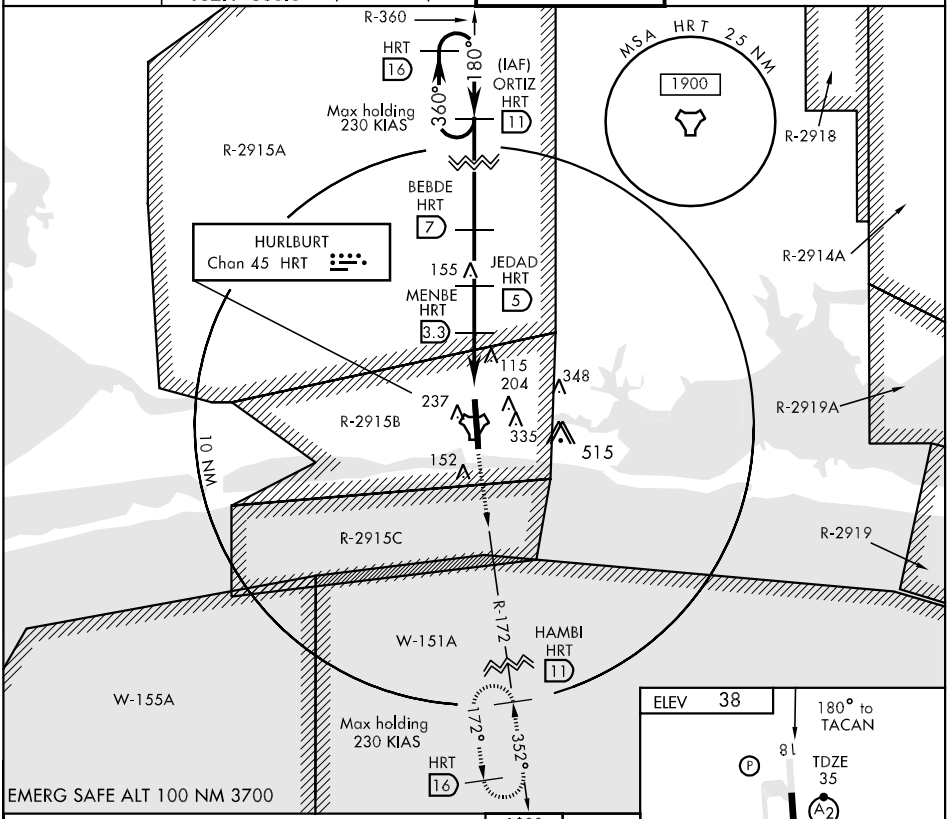
HURLBURT FLD (KHRT)

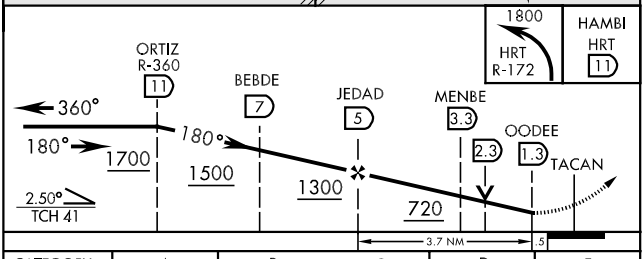
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

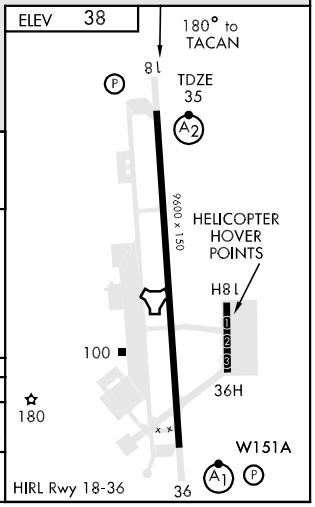
SALSF

MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME and hold.

ATIS	EGLIN APP CON		HURLBURT TOWER	GND CON
360.675	125.1 281.45	(271°- 089°)	126.5 351.675	123.975 275.8
	132.1 360.6	(090°- 270°)		







CATEGORY	A	B	C	D	E
S-18 *	460- ¾ 425 (500-¾)		460-1 425 (500-1)		460-1¼ 425 (500-1¼)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602(700-2)	880-3 842(900-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 36

TACAN	HRT	APCH CRS	Rwy Idg	9600
Chan	45	352°	TDZE	37
			Arpt Elev	38

AL-734 [USAF]

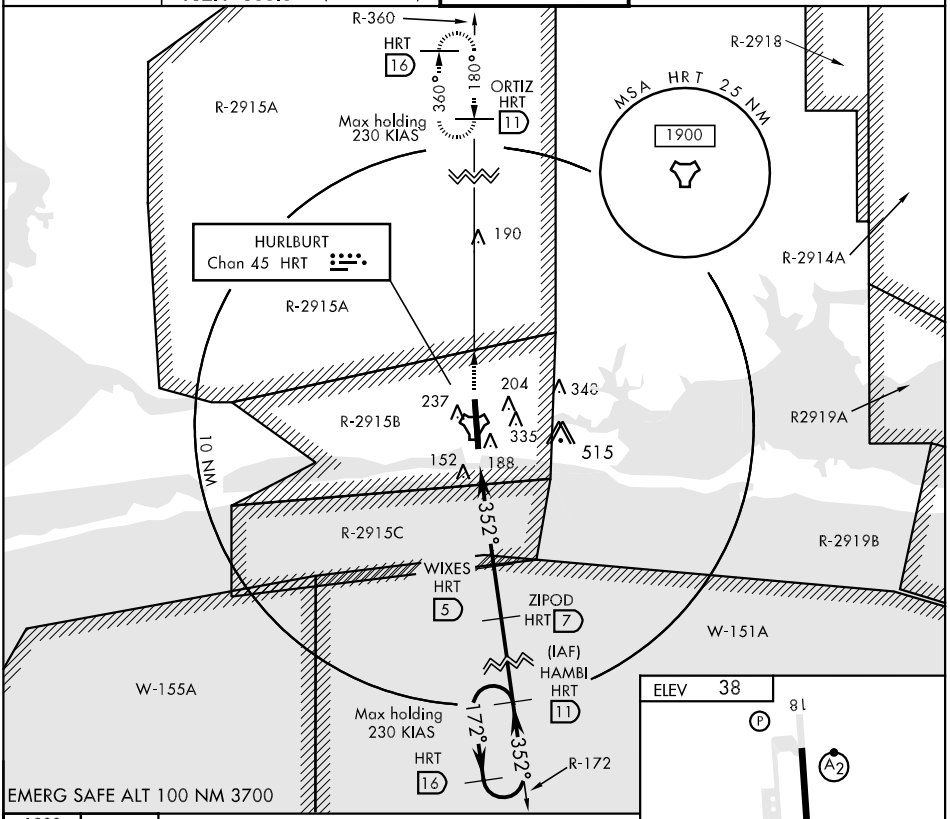
HURLBURT FLD (KHRT)

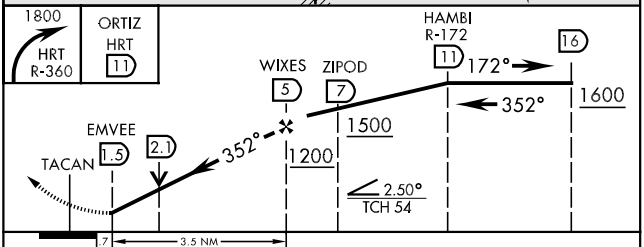
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

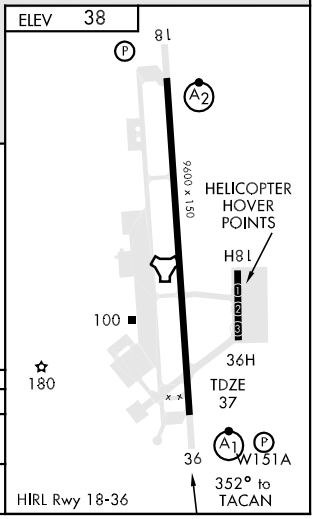
ALSF-1

MISSED APPROACH: Climb to 1800 on R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8

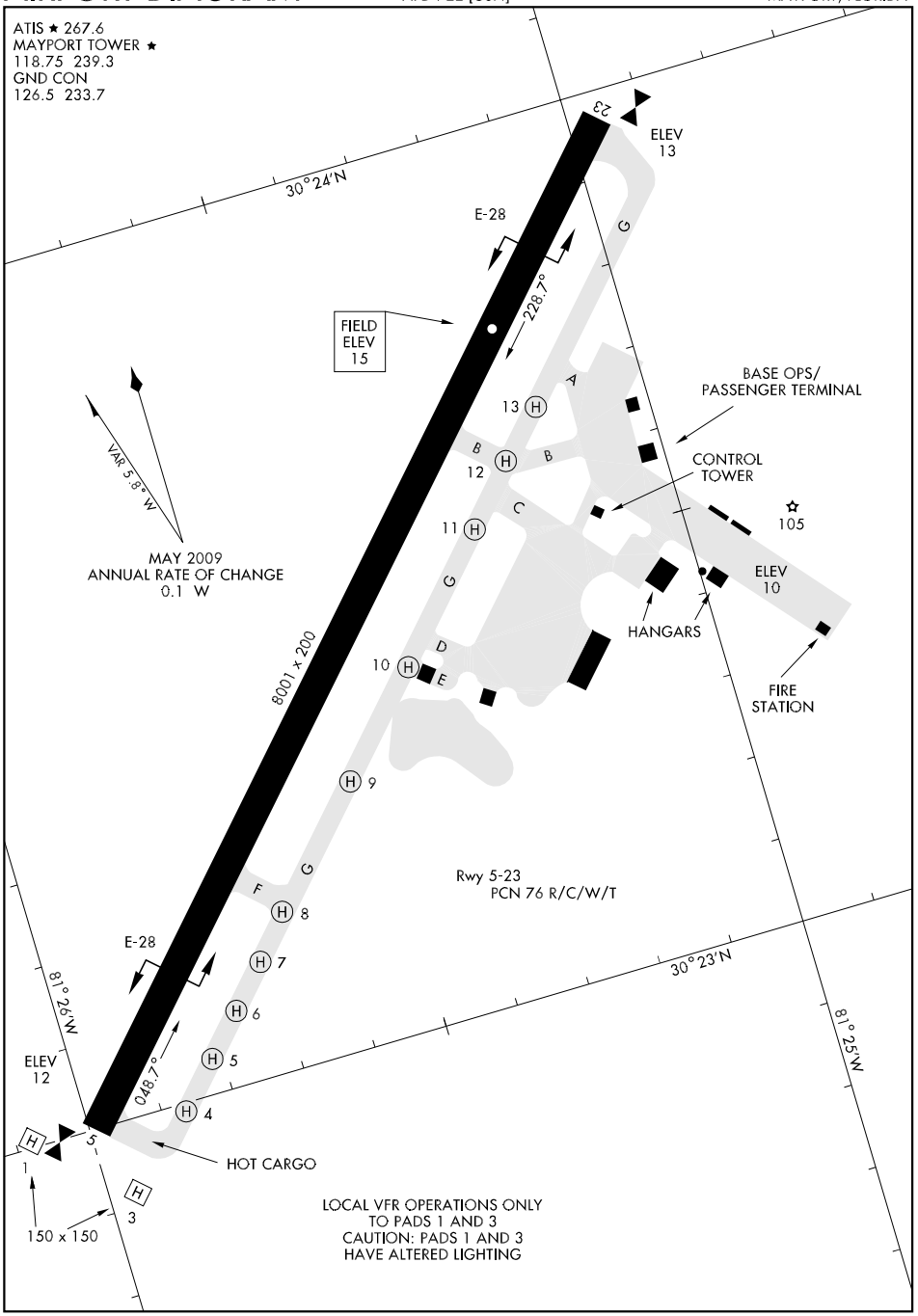






CATEGORY	A	B	C	D	E
S-36 *	440/24 403 (500-½)		440/40 403 (500-¾)		440/50 403(500-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	920-3 882 (900-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010

MAYPORT NS (ADM DAVID L MC DONALD FLD) (NRB) N 1 NW UTC−5(−4DT) **JACKSONVILLE**
N30°23.48′ W81°25.47′ **H–8H, L–21D, 24G, A**
15 B NOTAM FILE JAX Not insp. **DIAP, AD**

RWY 05–23: H8001X200 (ASPH) PCN 76 R/C/W/T HIRL
RWY 05: REIL. PAPI(P4L). **RWY 23:** REIL. PAPI(P4L). Rgt tfc.

ARRESTING GEAR/SYSTEM
RWY 05 HOOK E28(B) (1200′) HOOK E28(B) (1185′) **RWY 23**

MILITARY SERVICE: JASU 1(NC–8) 1(GTC–85) 1(A/NCPP–105) **FUEL** J5 Expect 2 hr delay after normal working hr.
TRAN ALERT Hung Ordance/Divert Alert—No organic air–launched weapons safing capability. No tran maintenance avbl. Ltd tran parking avbl.

MILITARY REMARKS: Opr Mon–Thu 1200–0400Z (DT 1100–0400Z), Special local ops 0400–0700Z, Fri 1300–2300Z (DT 1200–2200Z), clsd Sat, Sun, hol. **RSTD** Participating acft only during special local ops hrs. 24 hr PPR rqr. Ctc base OPS DSN 270–6130/31, C904–270–6130/31. **CAUTION** Light to heavy bird activity on and invof arpt. Expect simultaneous same direction ops during dual rwy ops. Vessels with masts to 210′ frequently berthed 800′ left of Rwy 23 thld or Rwy 23 extended centerline. Large vessels with masts up to 160′ frequently transit the river channel adjacent to apch end Rwy 23 during final apch. Exercise extreme vigilance during IFR apch Rwy 05 in VMC due extensive controlled/uncontrolled General Aviation acft vicinity Craig Muni Arpt. Pads 1 and 3 have altered lgt. **TFC PAT** Simultaneous ldg/dep between helicopter conducted on parallel twy located 325′ from Rwy 05–23. Approved reduced radar separation helicopter/helicopter 500′ vertical and 2 NM.
NS ABTMT North shore of St. Johns River is a noise sensitive area. **CSTMS/AG/IMG** Customs/Agriculture avbl if prior arrangements made with minimum 48 hr advance ntc. **MISC** For detailed opr procedures go to WWW.NSMAYPORT.NAVY.MIL.

COMMUNICATIONS: ATIS 267.6 (Mon–Thu 1200–0400Z (DT 1100–0400Z), Fri 1300–2300Z‡, clsd Sat, Sun, hol.
PTD 308.5
Ⓡ **JACKSONVILLE APP/DEP CON** 124.9 308.4
TOWER 118.75 239.3 288.325X Mon–Thu 1200–0400Z (DT 1100–0400Z), special local ops 0400–0700Z, Fri 1300–2300Z (DT 1200–2200Z), clsd Sat, Sun, hol.
GND CON 126.5 233.7 **PMSV METRO** 289.95 (Mon–Fri 1000–0700Z‡, Sat–Sun 1600–0400Z‡) other times ctc Naval Aviation Forcast Center for wx advisory or wx forcast DSN 564–2594, C757–444–2594.

AIRSPACE: CLASS D and **CLASS E** svc 700′ and blo eff Mon–Thu 1200–0400Z (DT 1100–0400Z), special local ops 0400–0700Z, Fri 1300–2300Z (DT 1200–2200Z), clsd Sat, Sun and hol. Other times CLASS G airspace 700′ and blo. Jacksonville CLASS E airspace 700′ and abv eff continuously.

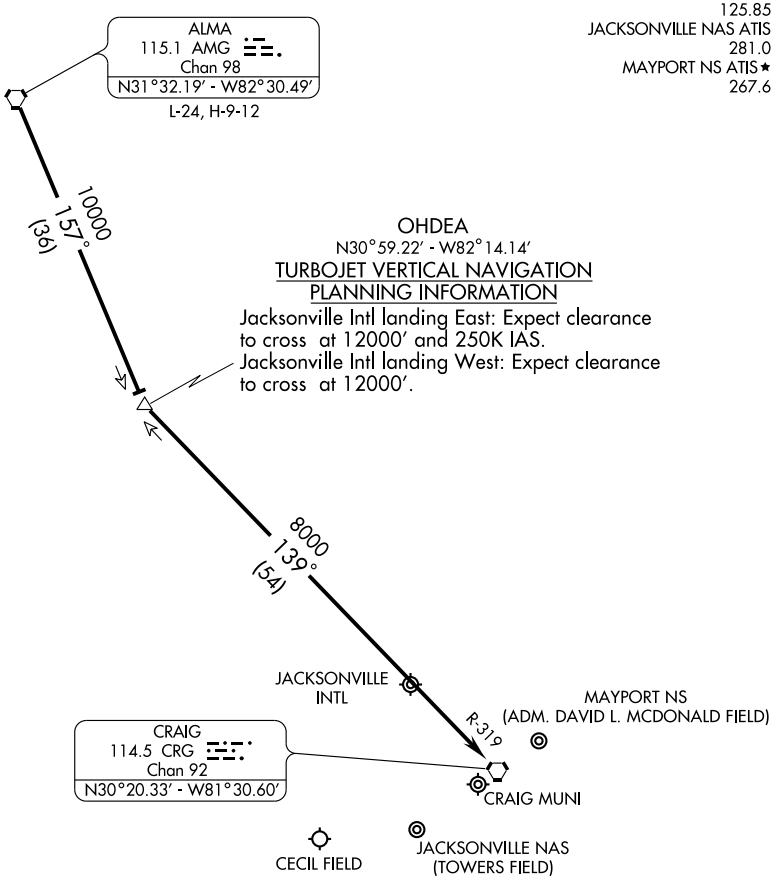
RADIO AIDS TO NAVIGATION: NOTAM FILE NRB.
(L) TACAN Chan 51 NRB (111.4) N30°23.32′ W81°25.38′ at fld. 7/3W. Monitored arpt opr hr only. TACAN 2.5° to 3° of roughness at 8 NM on apch radial due to location of ships in basin.
ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. PTD frequency avbl Mon–Fri 1030–1830Z‡, other times ctc Naval Aviation Forcast Center for wx advisory or wx forcast DSN 564–2594, C757–444–2594.

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

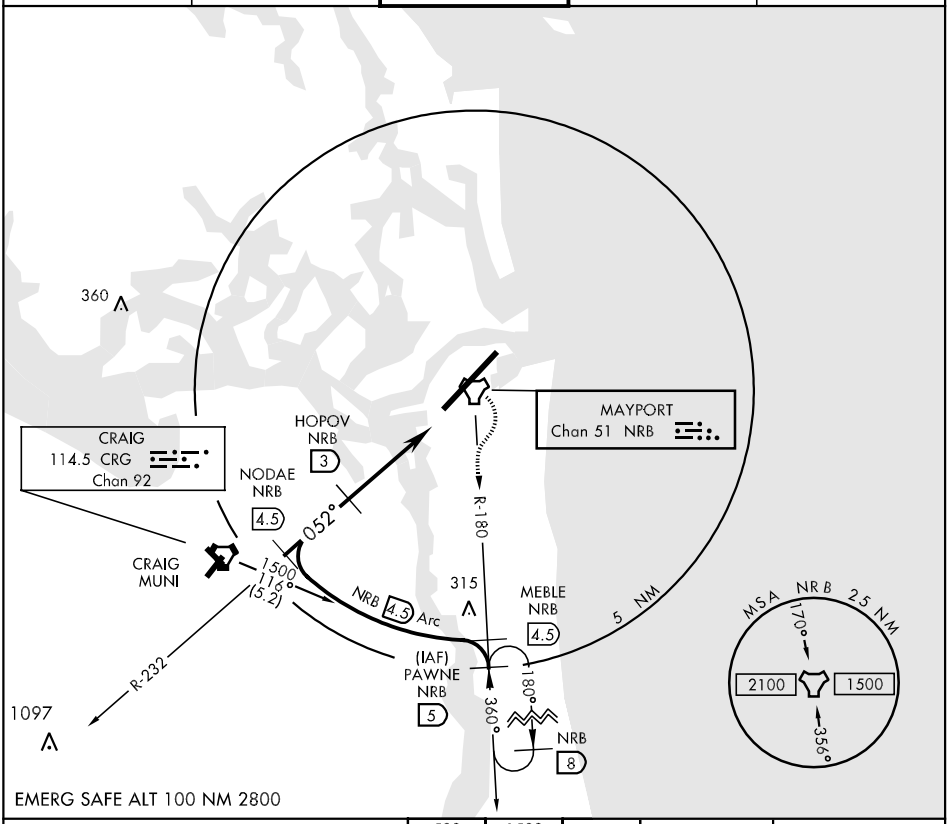
COPTER TACAN RWY 5

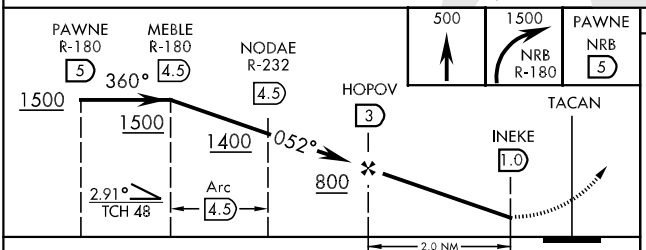
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	
NRB Chan 51	052°	8001 / 13 / 15	AL-722 [USN]

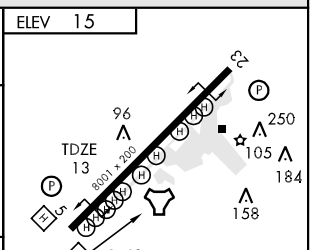
MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climb to 500, then climbing right turn to1500 via NRB R-180 to PAWNE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	







CATEGORY	COPTER		
S-5	400- ½	387	(400-½)
CIRCLING	NOT AUTHORIZED		

REIL Rwy 5-23
HIRL Rwy 5-23

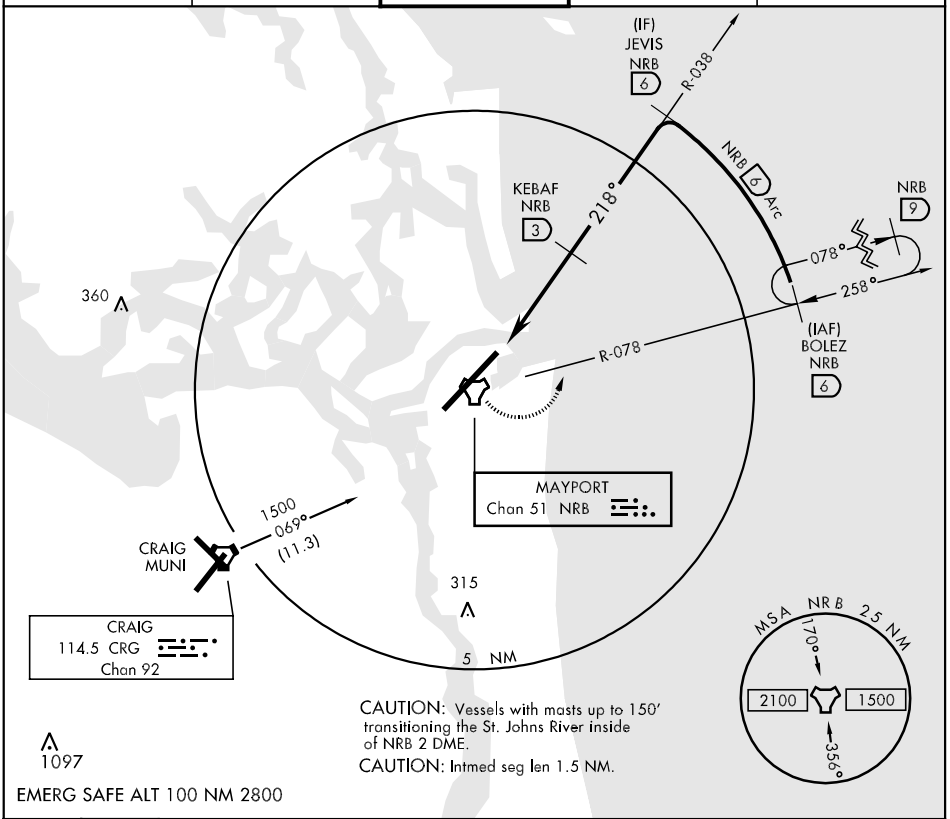
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

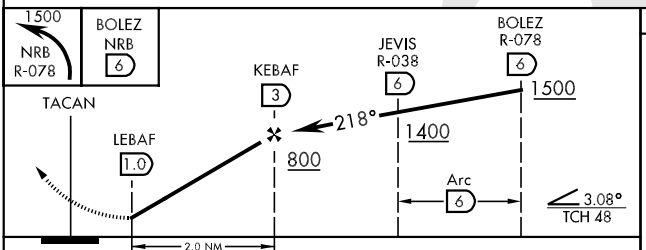
COPTER TACAN RWY 23

TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-722 [USN]
NRB Chan 51	218°	8001 / 15 / 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

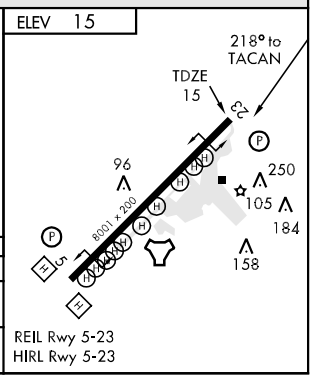
MISSED APPROACH: Climbing left turn to 1500 via NRB R-078 to BOLEZ and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	



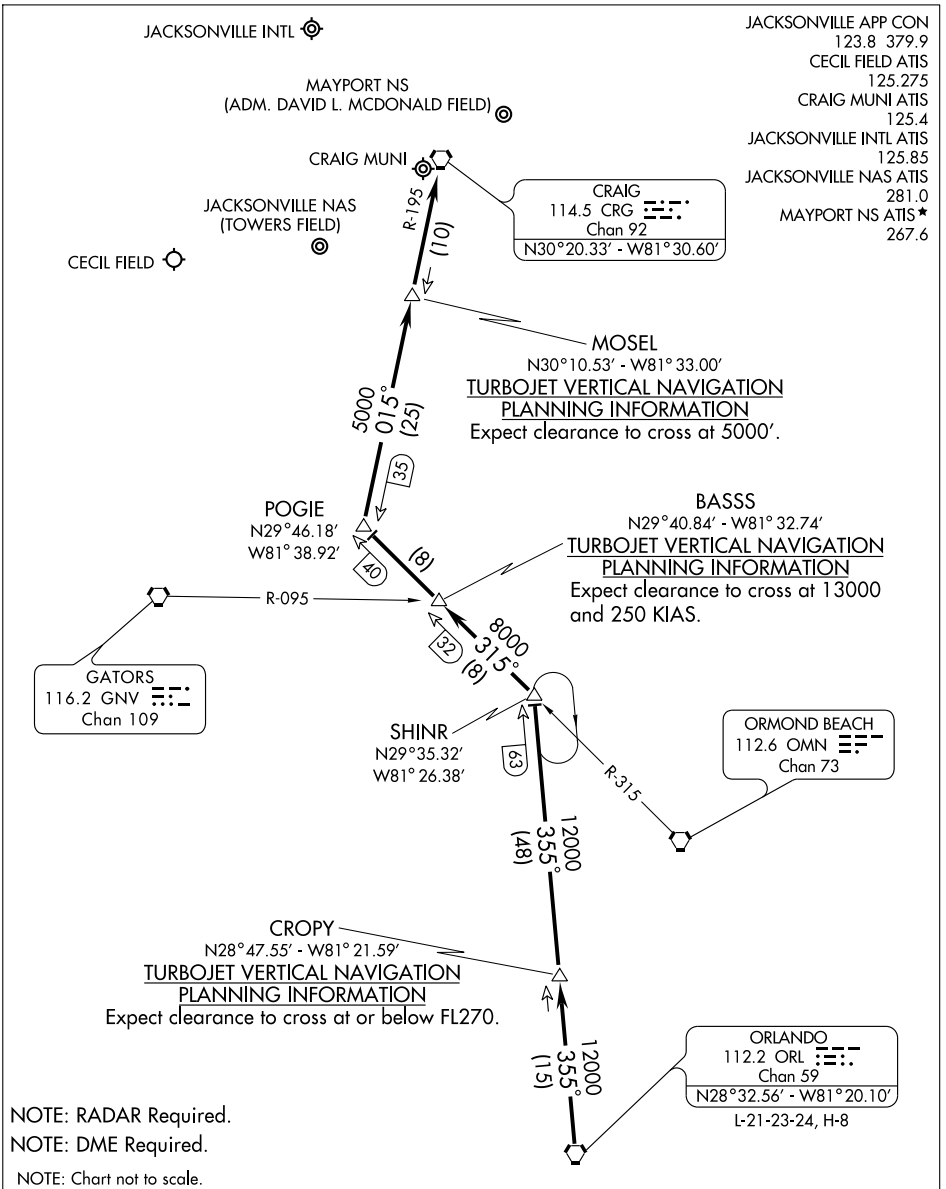


CATEGORY	COPTER		
S-23	500-1	485	(500-1)
CIRCLING	NOT AUTHORIZED		



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1) JACKSONVILLE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

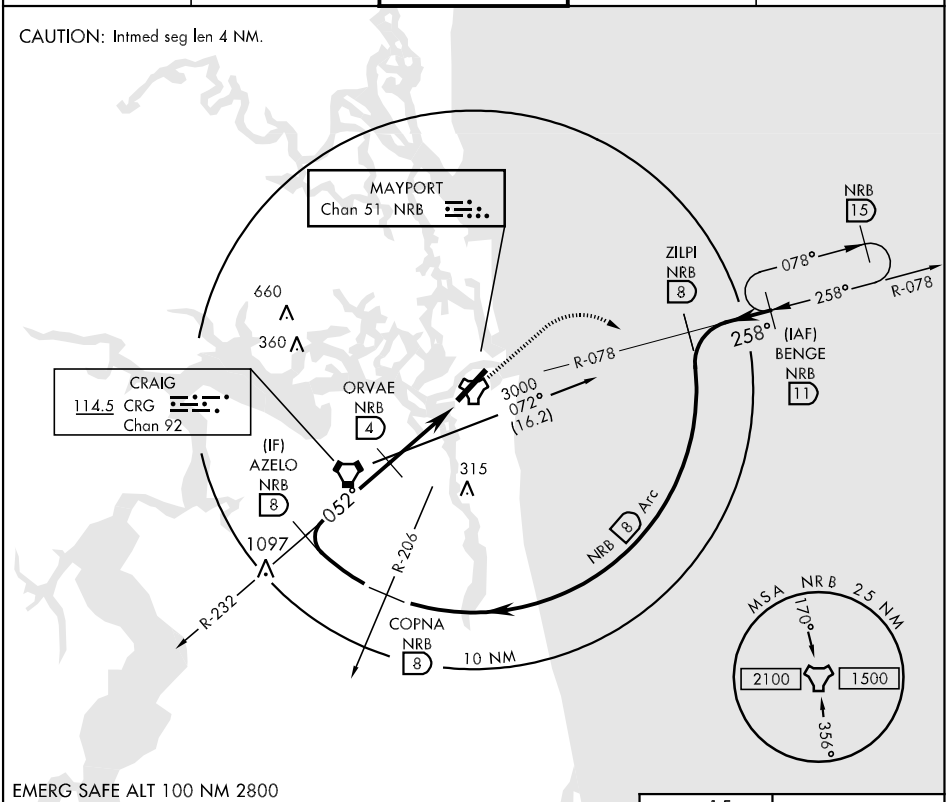
TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	AL-722 [USN]
NRB Chan 51	052°	8001 TDZE 13 Arpt Elev 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

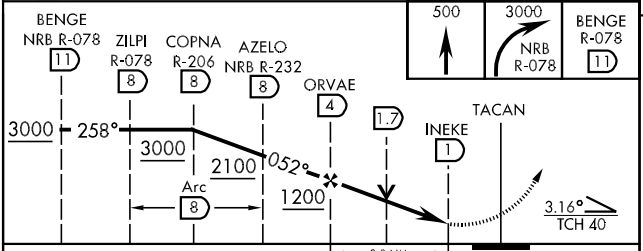
MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via NRB R-078 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	

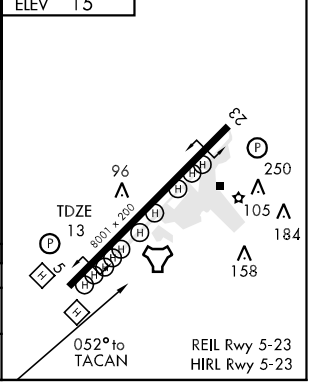
CAUTION: Intmed seg len 4 NM.



EMERG SAFE ALT 100 NM 2800



ELEV 15



CATEGORY	A	B	C	D
S-5	400-1 387 (400-1)			400-1¼ 387 (400-1¼)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 23

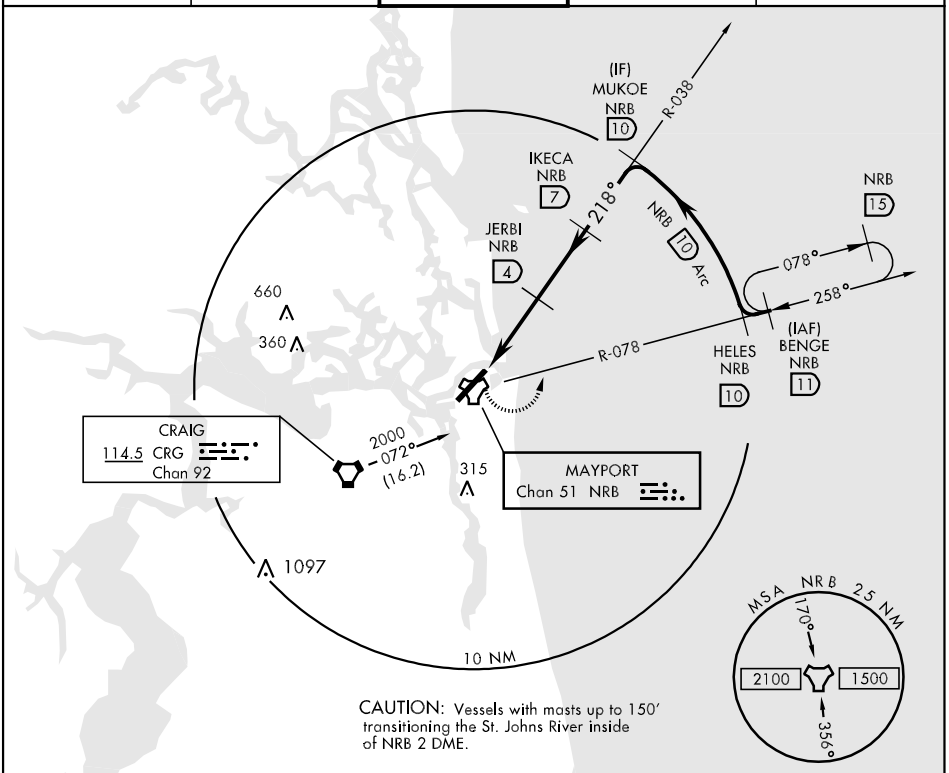
TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NRB Chan 51	218°	8001	15	15

AL-722 [USN]

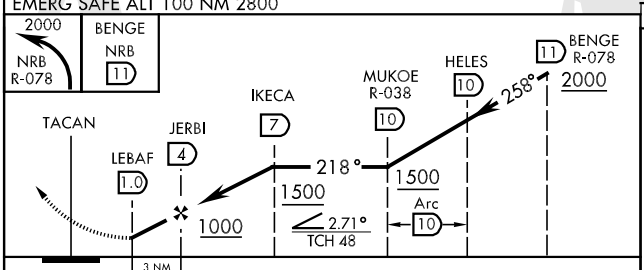
MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climbing left turn to 2000 via NRB R-078 to BENGE and hold.

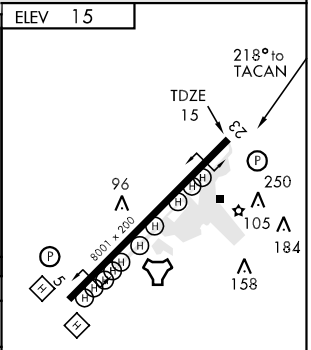
ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	



EMERG SAFE ALT 100 NM 2800



ELEV 15



CATEGORY	A	B	C	D
S-23	500-1 485 (500-1)		500-1¼ 485 (500-1¼)	500-1½ 485 (500-1½)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)

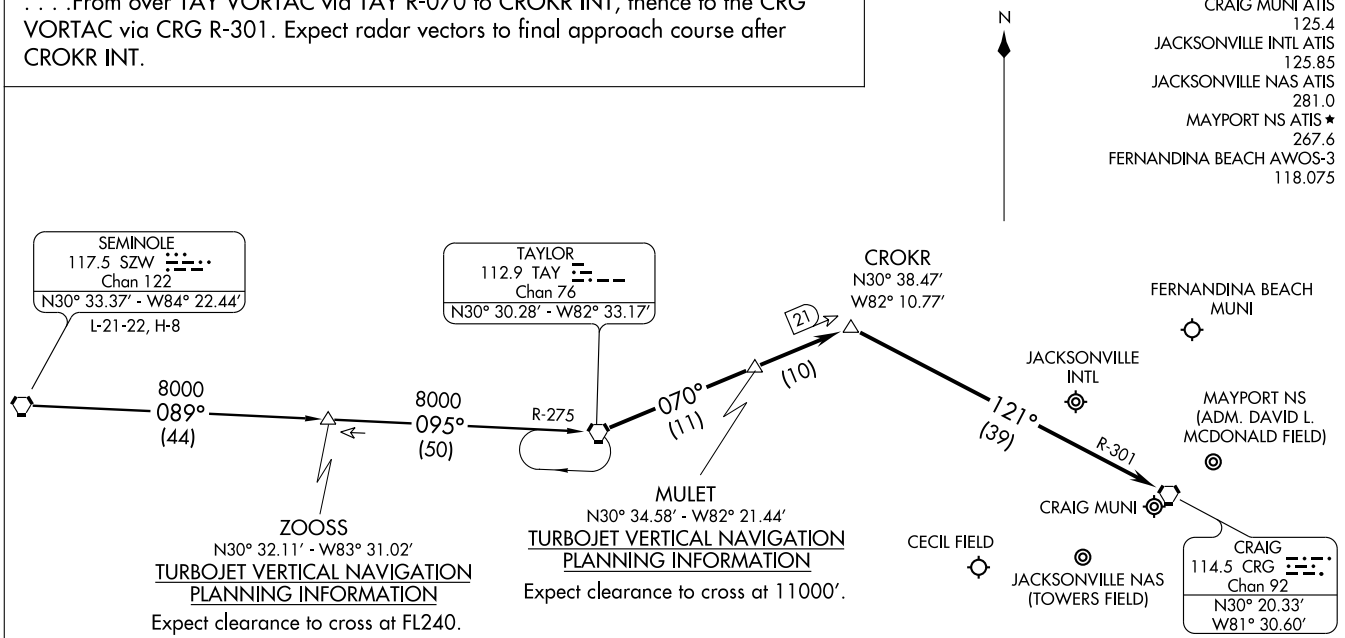
REIL Rwy 5-23
HIRL Rwy 5-23

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



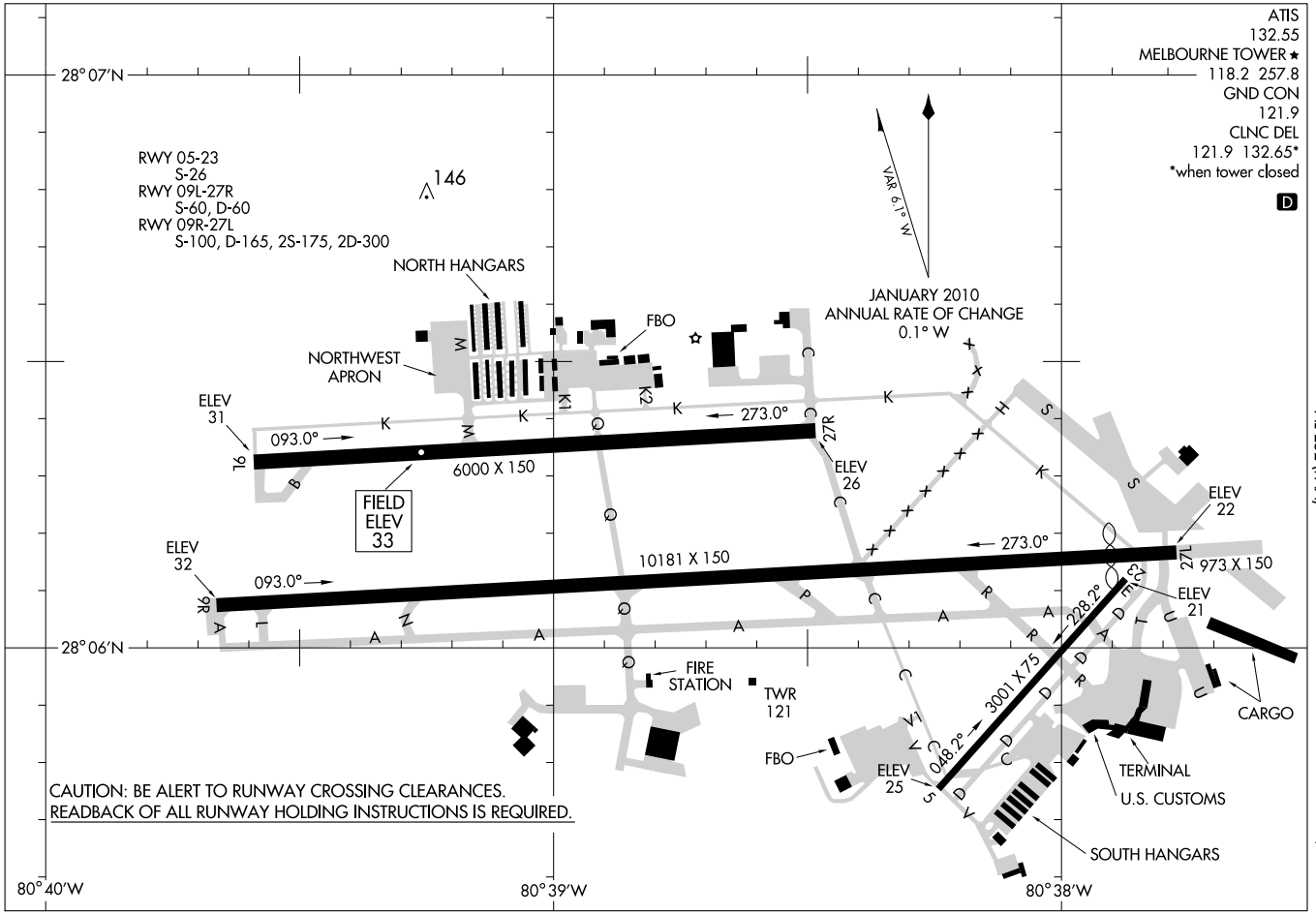
NOTE: DME Required.

NOTE: Chart not to scale.

09127 TAYLOR TWO ARRIVAL (TAY.TAY2) JACKSONVILLE, FLORIDA

ST-5570 (FAA)

10210 AIRPORT DIAGRAM



MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

MELBOURNE INTL (MLB) 2 NW UTC−5(−4DT) N28°06.17′ W80°38.72′

JACKSONVILLE
H–8I, L–24F
IAP, AD

33 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C NOTAM FILE MLB

RWY 09R–27L: H10181X150 (ASPH–GRVD) S–100, D–165, 2S–175, 2D–300 HIRL CL

RWY 09R: MALSR. TDZL. PAPI(P4L)—GS 3.0° TCH 76′.

RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 700′.

RWY 09L–27R: H6000X150 (ASPH) S–60, D–60 MIRL

RWY 09L: PAPI(P4L)—GA 3.0° TCH 37′.

RWY 27R: PAPI(P4L)—GA 3.0° TCH 37′.

RWY 05–23: H3001X75 (ASPH) S–26 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 21′.

RWY 23: PAPI(P2L)—GA 3.0° TCH 21′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–3000 TODA–3000 ASDA–3000 LDA–3000

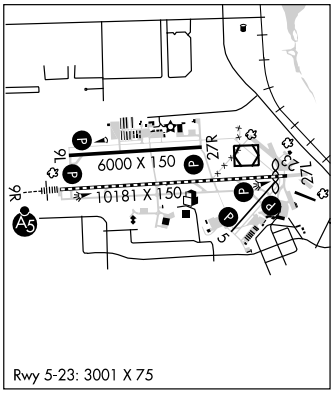
RWY 09L: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

RWY 09R: TORA–10181 TODA–10181 ASDA–10181 LDA–10181

RWY 23: TORA–3000 TODA–3000 ASDA–3000 LDA–3000

RWY 27L: TORA–10181 TODA–10181 ASDA–10181 LDA–9481

RWY 27R: TORA–6000 TODA–6000 ASDA–6000 LDA–6000



AIRPORT REMARKS: Attended continuously. Touch and go ops restricted after 2100Z‡ or 2 hrs after SS (whichever is later). U.S. customs user fee arpt. Uncontrolled areas includes Twy V west of Rwy 05, Twy C north of Twy K, Twy S, Twy H and Twy G. When twr clsd ACTIVATE Rwy 09R–27L HIRL Rwy 09L–27R MIRL Rwy 05–23 and PAPI Rwy 05, Rwy 23, Rwy 09L, Rwy 09R, Rwy 27L, Rwy 27R—CTAF.

WEATHER DATA SOURCES: ASOS (321) 723–7403. LAWRS.

COMMUNICATIONS: CTAF 118.2 **ATIS** 132.55 **UNICOM** 122.95

RCO 122.1R 110.0T (ST PETERSBURG RADIO) **RCO** 122.6 (ST PETERSBURG RADIO)

Ⓡ **ORLANDO APP/DEP CON** 132.65 **ORLANDO CLNC DEL** 132.65 (when twr clsd)

TOWER 118.2 124.05 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.

(L) VOR/DME 110.0 MLB Chan 37 N28°06.32′ W80°38.12′ at fld. 30/02W. VOR portion unusable 276°–319 byd 8NM blo 4000′, 325°–334°; DME unusable byd 33 NM.

SATELLITE NDB (HW) 257 SQT N28°05.97′ W80°42.05′ 089° 3.0 NM to fld.

ILS 108.3 I–MLB Rwy 09R. Unmonitored.

MERRITT ISLAND (COI) Ø S UTC−5(−4DT) N28°20.50′ W80°41.13′

JACKSONVILLE
L–24F
IAP

6 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE PIE

RWY 11–29: H3601X75 (ASPH) S–22 MIRL

RWY 11: PAPI(P2L)—GA 3.0° TCH 33′. Tree.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33′.

AIRPORT REMARKS: Attended 1300–0100Z‡. Banner towing invof arpt. 24 hr helicopter ops SW ramp. ACTIVATE rotating bcn and MIRL Rwy 11–29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.025 (321) 986–8864.

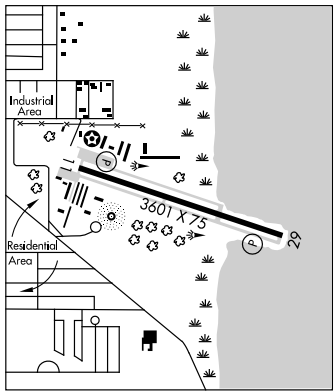
COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ORLANDO APP/DEP CON** 134.95

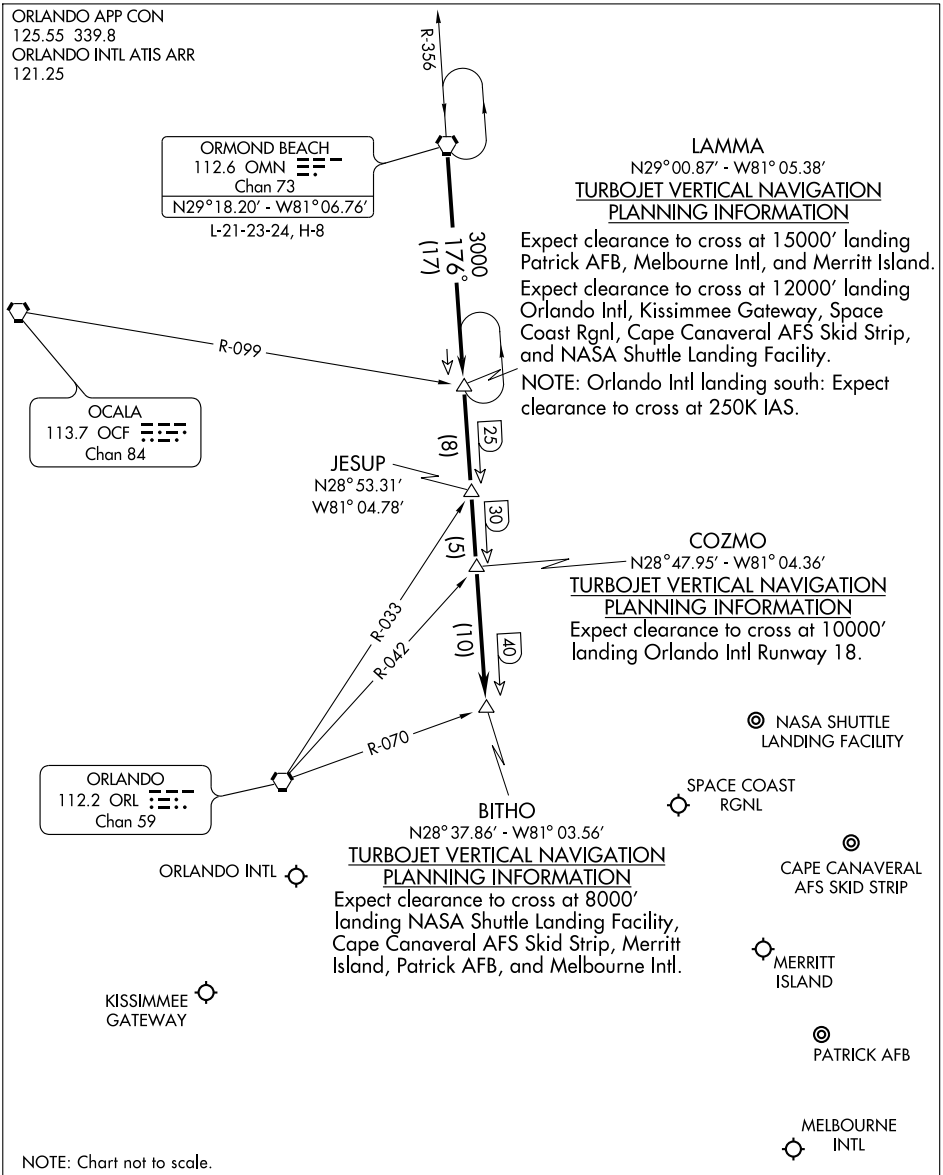
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 109° 36.4 NM to fld. 102/00E.
HIWAS.

NDB (MHW) 247 COI N28°20.45′ W80°41.31′ at fld. NOTAM FILE PIE.



BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

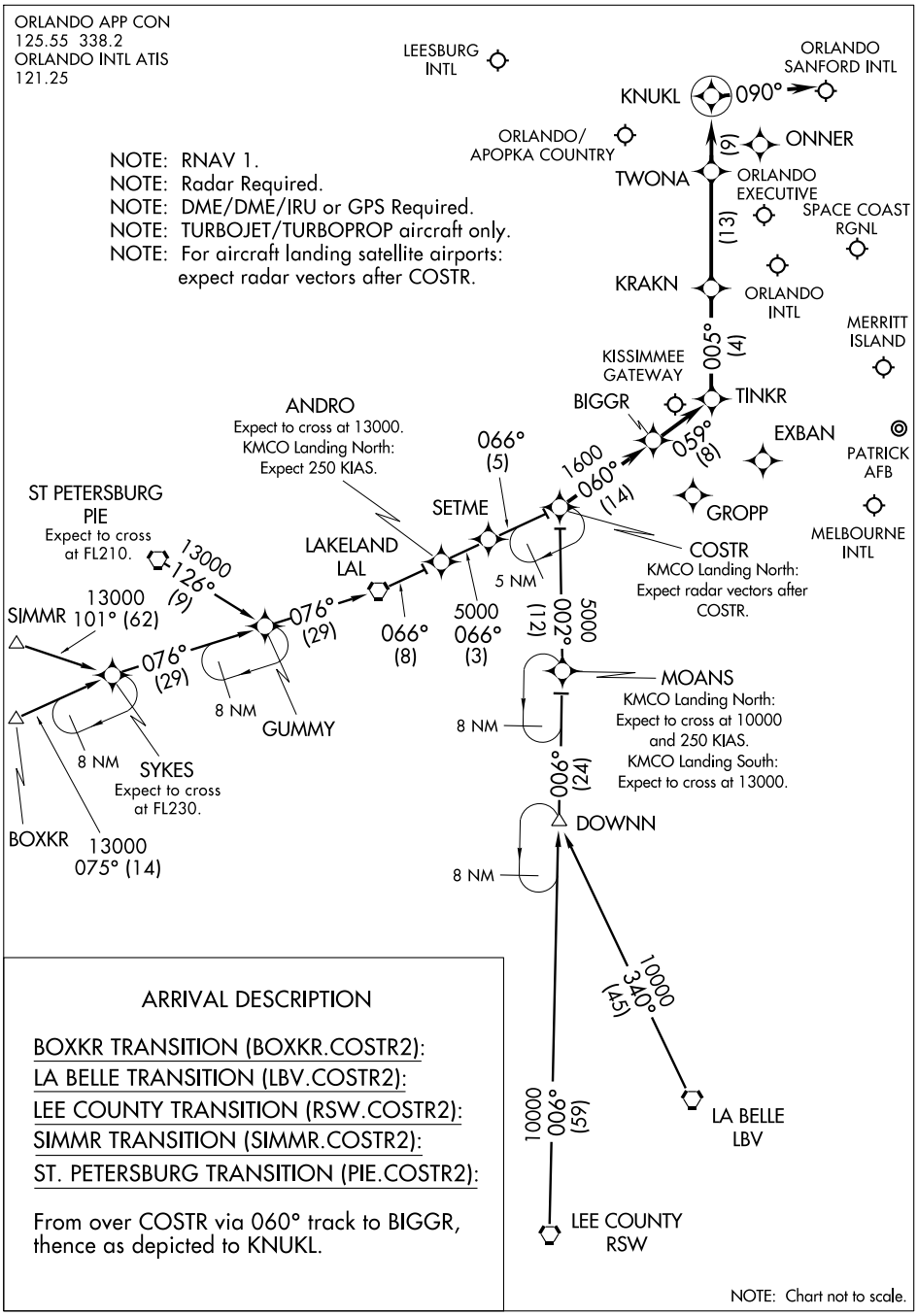


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-MLB	APP CRS	Rwy Idg	10181
108.3	090°	TDZE	32
		Apt Elev	33

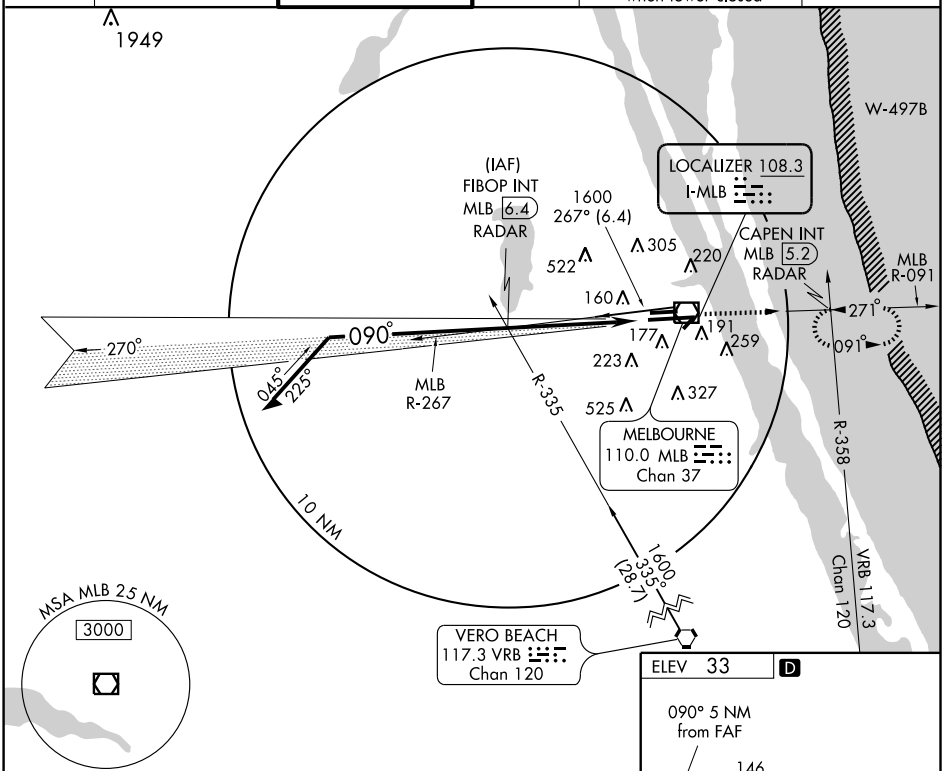
ILS or LOC RWY 9R
MELBOURNE INTL (MLB)

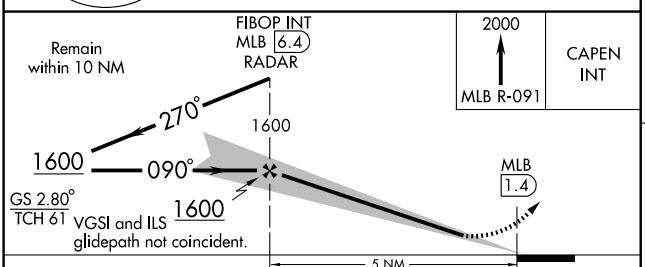
DME or RADAR REQUIRED

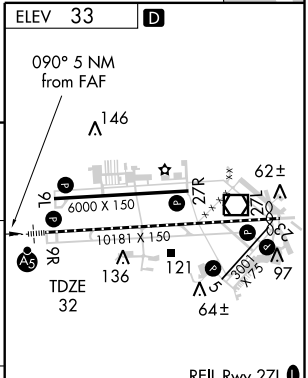
MALSR

MISSED APPROACH: Climb to 2000 via MLB VOR/DME R-091 to CAPEN INT/5.2 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* *when tower closed	122.95







CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	380/24 348 (400-½)			380/40 348 (400-¾)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

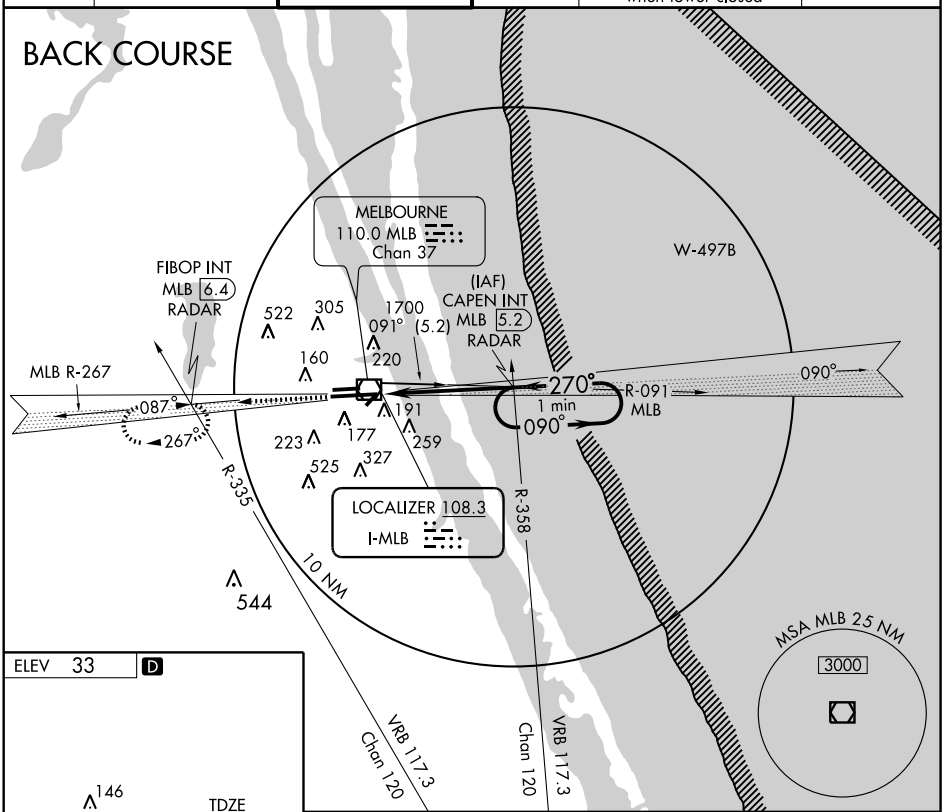
LOC I-MLB	APP CRS	Rwy Idg	9481
108.3	270°	TDZE	26
		Apt Elev	33

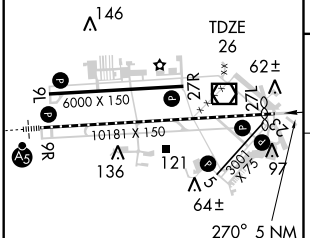
LOC BC RWY 27L
MELBOURNE INTL (MLB)

RADAR or DME REQUIRED

MISSED APPROACH: Climb to 1600 via MLB VOR/DME R-267 to FIBOP INT/6.4 DME/RADAR and hold.

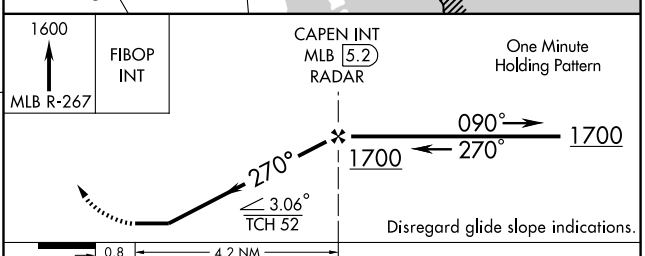
ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





TDZ/CL Rwys 9R and 27L
REIL Rwy 27L L
MIRL Rwys 5-23 and 9L-27R L
HIRL Rwy 9R-27L L

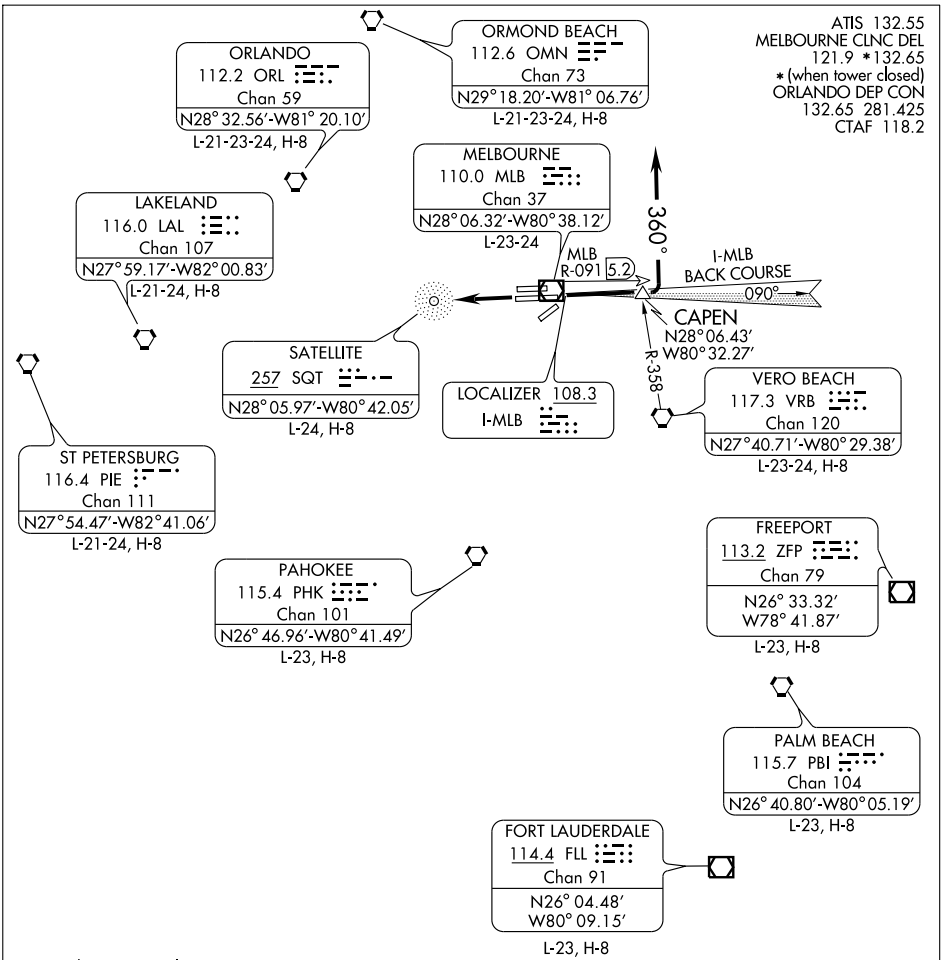
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-27L	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MELBOURNE THREE DEPARTURE



NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360° . Thence....

TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

WAAS	APP CRS	Rwy Idg	6000
CH 65601	090°	TDZE	33
W09A		Apt Elev	33

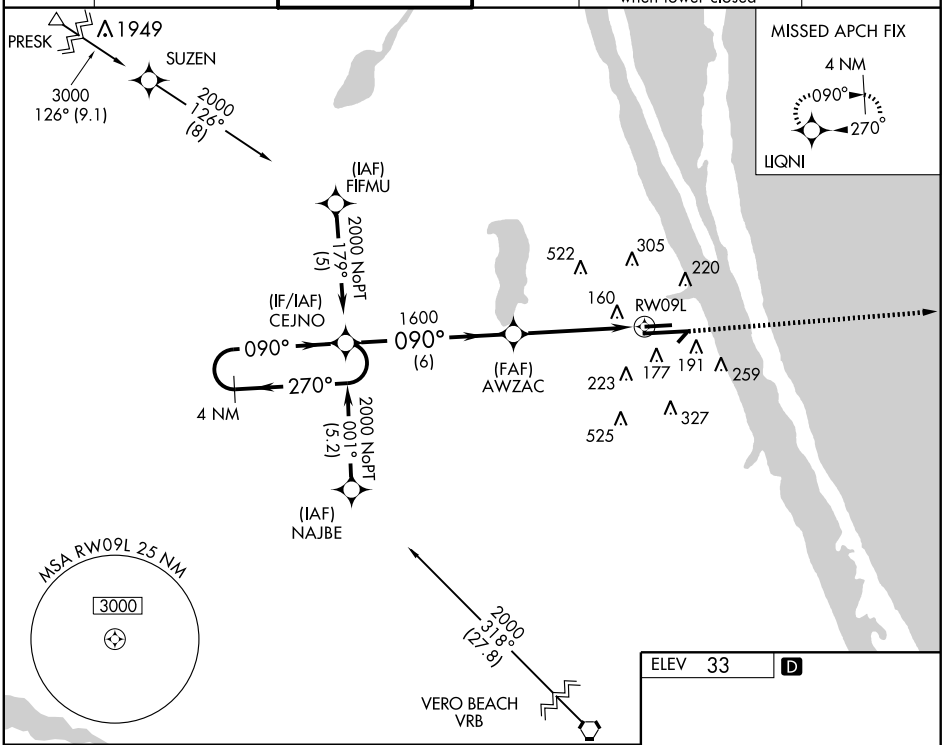
RNAV (GPS) RWY 9L

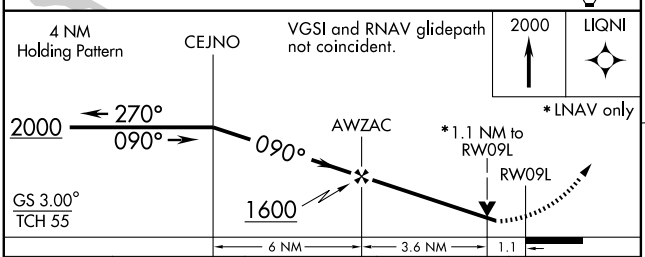
MELBOURNE INTL (MLB)

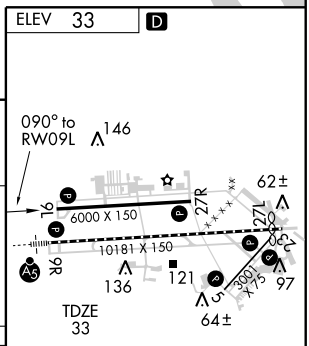
Baro-VNAV NA below -16° C (4° F)
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310-1 277 (300-1)			
LNAV/VNAV DA	464-1½ 431 (500-1½)			
LNAV MDA	420-1 367 (400-1)			420-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 60901 W09B | APP CRS 090° | Rwy Idg 10181 TDZE 32 Apt Elev 33

RNAV (GPS) RWY 9R

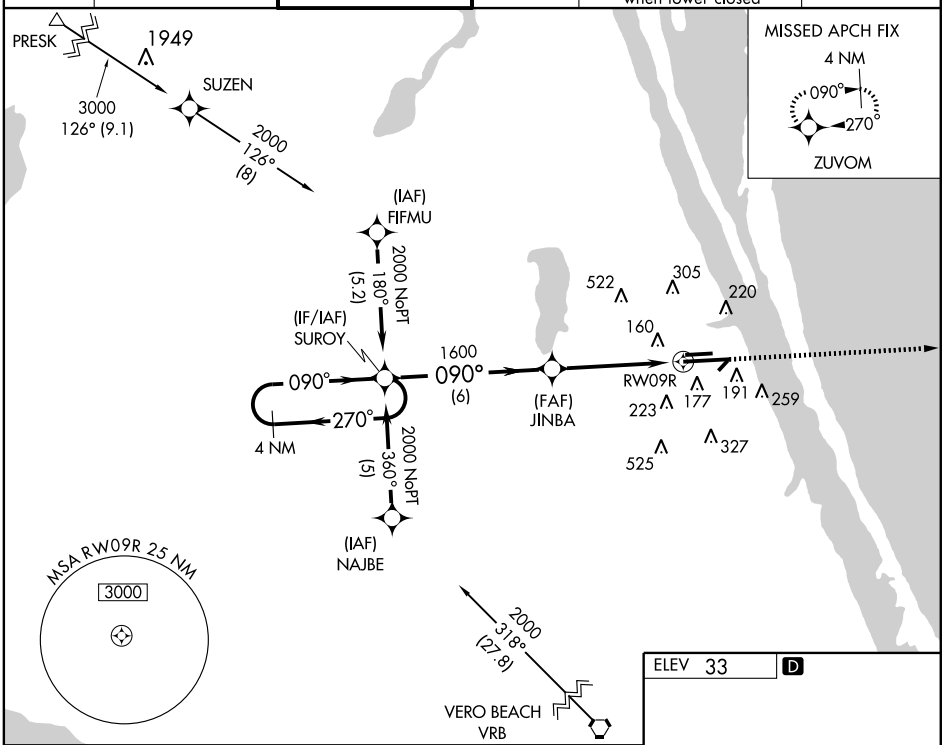
MELBOURNE INTL (MLB)

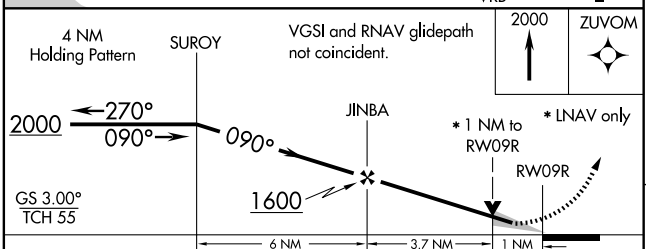
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

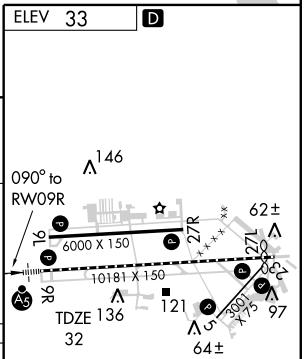
MALSR

MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310/24 278 (300-½)			
LNAV/VNAV DA	453/50 421 (500-1)			
LNAV MDA	420/24 388 (400-½)			420/50 388 (400-1)
CIRCLING	500-1 467 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

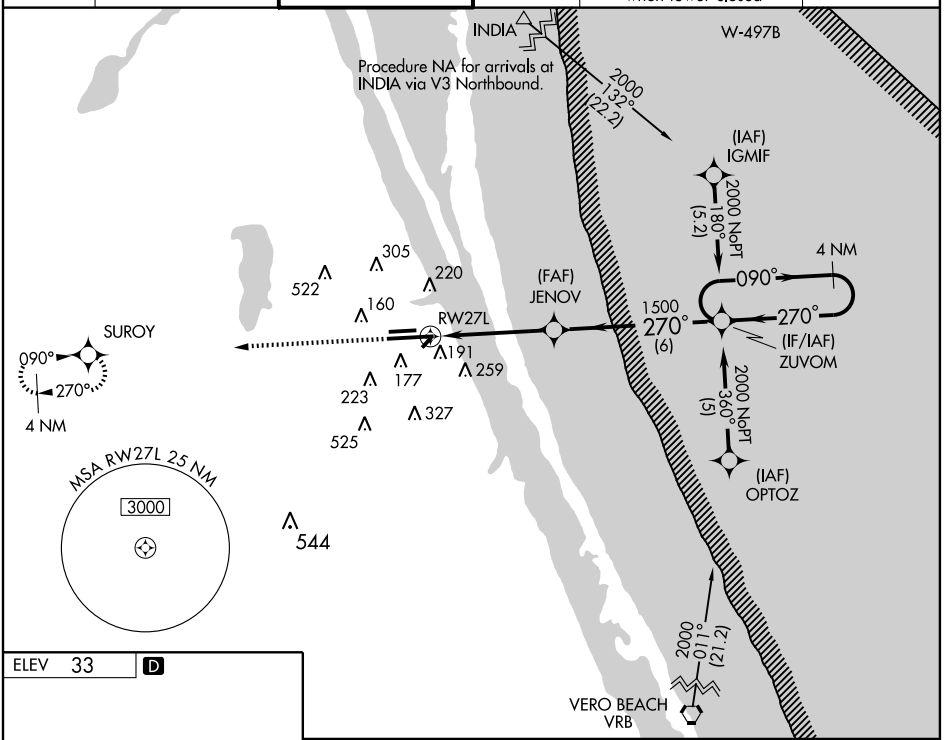
WAAS	APP CRS	Rwy Idg	9481
CH 56201	270°	TDZE	26
W27B		Apt Elev	33

RNAV (GPS) RWY 27L
MELBOURNE INTL (MLB)

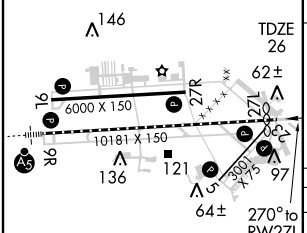
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

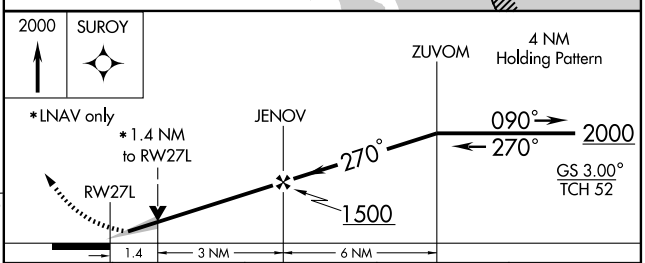
MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER *	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95



ELEV 33 D





CATEGORY		A	B	C	D
LPV	DA	290-1 264 (300-1)			
LNAV/ VNAV	DA	563-2 537 (600-2)			
LNAV	MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING		520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6000
CH 50101	270°	TDZE	32
W27A		Apt Elev	33

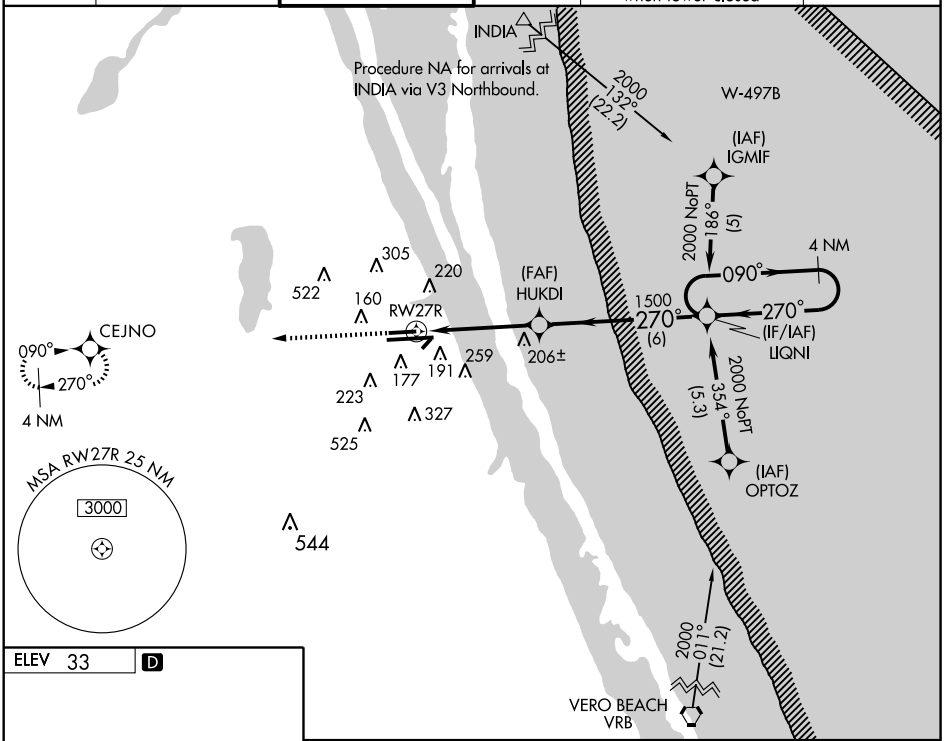
RNAV (GPS) RWY 27R

MELBOURNE INTL (MLB)

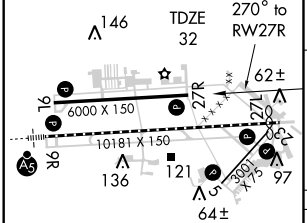
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

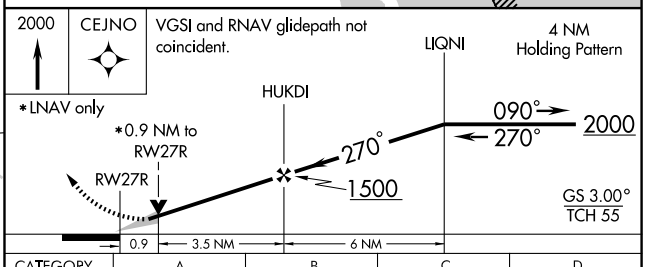
ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65*	122.95
				* when tower closed	



ELEV 33 D



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L



CATEGORY	A	B	C	D
LPV DA	290-1 258 (300-1)			
LNAV/VNAV DA	480-1½ 448 (500-1½)			
LNAV MDA	380-1 348 (400-1)			380-1¼ 348 (400-1¼)
CIRCLING	500-1½ 467 (500-1½)	580-1½ 547 (600-1½)		620-2 587 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

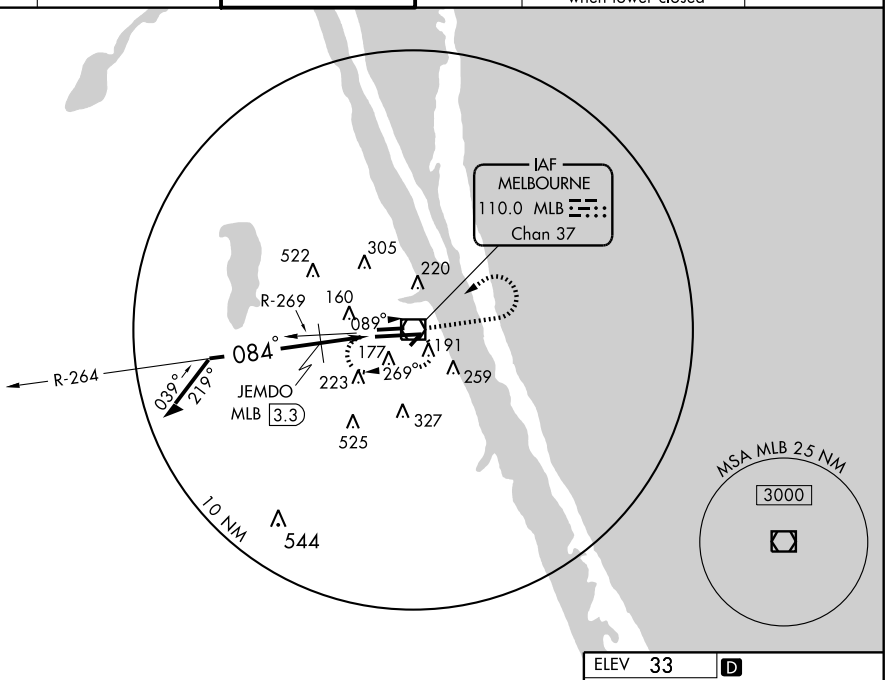
VOR/DME MLB 110.0 Chan 37	APP CRS 084°	Rwy Idg 10181 TDZE 32 Apt Elev 33

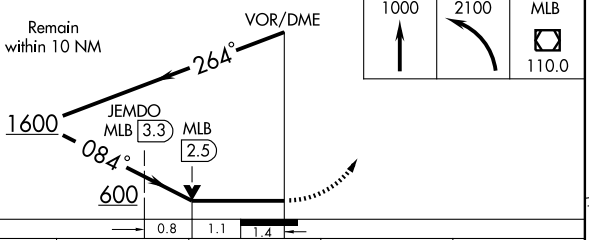
VOR RWY 9R
MELBOURNE INTL (MLB)

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold.

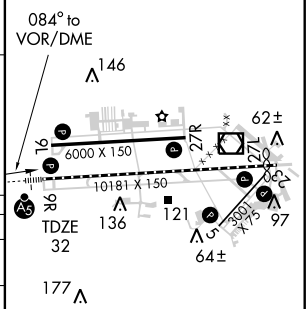
ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





CATEGORY	A	B	C	D
S-9R	600/24 568 (600-½)		600/50 568 (600-1)	600/60 568 (600-1¼)
CIRCLING	600-1 567 (600-1)		600-1½ 567 (600-1½)	620-2 587 (600-2)
JEMDO FIX MINIMUMS				
S-9R	460/24 427 (500-½)		460/40 427 (500-¾)	460/50 427 (500-1)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

ELEV 33 D



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

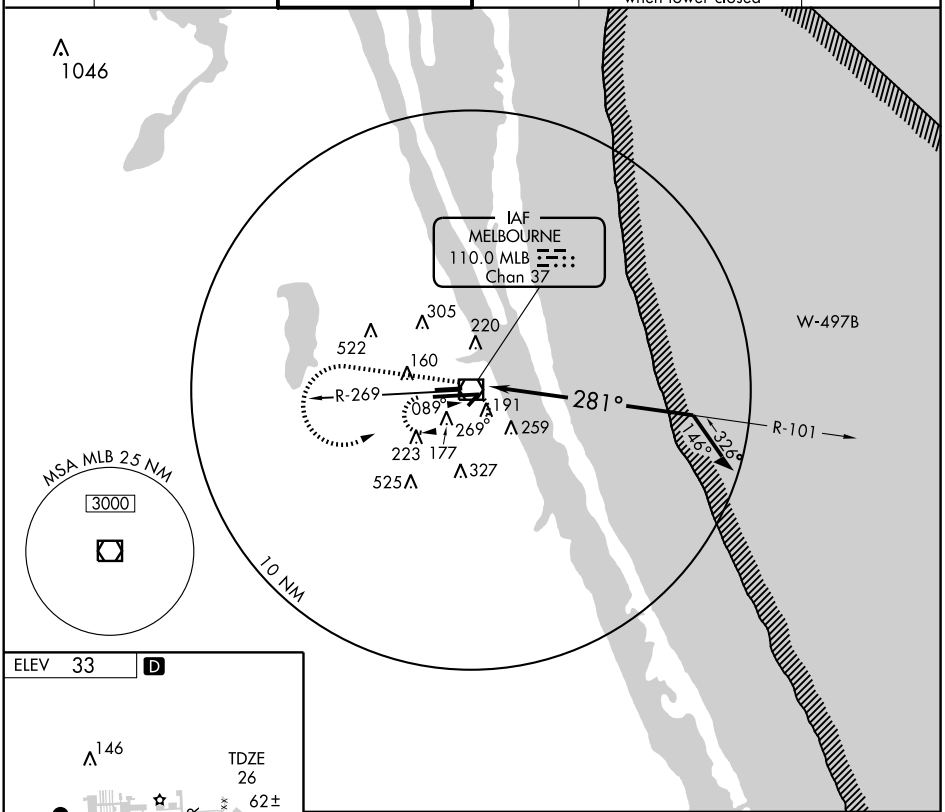
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

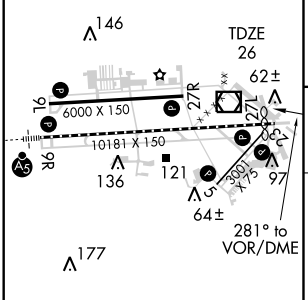
VOR/DME MLB	APP CRS	Rwy Idg	9481
110.0	281°	TDZE	26
Chan 37		Apt Elev	33

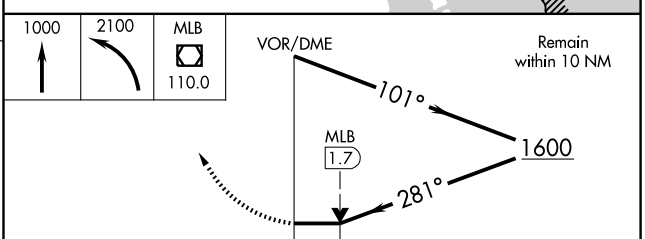
VOR RWY 27L
MELBOURNE INTL (MLB)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95







CATEGORY	A	B	C	D
S-27L	560-1 534 (600-1)		560-1½ 534 (600-1½)	560-1¾ 534 (600-1¾)
CIRCLING	560-1 527 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MELBOURNE INTL (MLB) 2 NW UTC−5(−4DT) N28°06.17′ W80°38.72′

JACKSONVILLE
H–8I, L–24F
IAP, AD

33 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C NOTAM FILE MLB

RWY 09R–27L: H10181X150 (ASPH–GRVD) S–100, D–165, 2S–175, 2D–300 HIRL CL

RWY 09R: MALSR. TDZL. PAPI(P4L)—GS 3.0° TCH 76′.

RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 700′.

RWY 09L–27R: H6000X150 (ASPH) S–60, D–60 MIRL

RWY 09L: PAPI(P4L)—GA 3.0° TCH 37′.

RWY 27R: PAPI(P4L)—GA 3.0° TCH 37′.

RWY 05–23: H3001X75 (ASPH) S–26 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 21′.

RWY 23: PAPI(P2L)—GA 3.0° TCH 21′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–3000 TODA–3000 ASDA–3000 LDA–3000

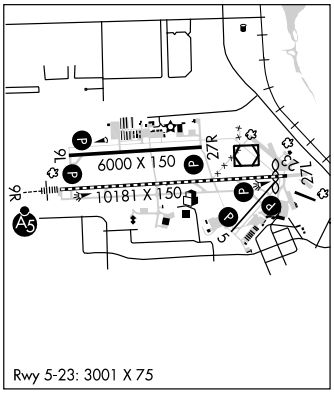
RWY 09L: TORA–6000 TODA–6000 ASDA–6000 LDA–6000

RWY 09R: TORA–10181 TODA–10181 ASDA–10181 LDA–10181

RWY 23: TORA–3000 TODA–3000 ASDA–3000 LDA–3000

RWY 27L: TORA–10181 TODA–10181 ASDA–10181 LDA–9481

RWY 27R: TORA–6000 TODA–6000 ASDA–6000 LDA–6000



AIRPORT REMARKS: Attended continuously. Touch and go ops restricted after 2100Z‡ or 2 hrs after SS (whichever is later). U.S. customs user fee arpt. Uncontrolled areas includes Twy V west of Rwy 05, Twy C north of Twy K, Twy S, Twy H and Twy G. When twr clsd ACTIVATE Rwy 09R–27L HIRL Rwy 09L–27R MIRL Rwy 05–23 and PAPI Rwy 05, Rwy 23, Rwy 09L, Rwy 09R, Rwy 27L, Rwy 27R—CTAF.

WEATHER DATA SOURCES: ASOS (321) 723–7403. LAWRS.

COMMUNICATIONS: CTAF 118.2 **ATIS** 132.55 **UNICOM** 122.95

RCO 122.1R 110.0T (ST PETERSBURG RADIO) **RCO** 122.6 (ST PETERSBURG RADIO)

Ⓡ **ORLANDO APP/DEP CON** 132.65 **ORLANDO CLNC DEL** 132.65 (when twr clsd)

TOWER 118.2 124.05 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.

(L) VOR/DME 110.0 MLB Chan 37 N28°06.32′ W80°38.12′ at fld. 30/02W. VOR portion unusable 276°–319 byd 8NM blo 4000′, 325°–334°; DME unusable byd 33 NM.

SATELLITE NDB (HW) 257 SQT N28°05.97′ W80°42.05′ 089° 3.0 NM to fld.

ILS 108.3 I–MLB Rwy 09R. Unmonitored.

MERRITT ISLAND (COI) Ø S UTC−5(−4DT) N28°20.50′ W80°41.13′

JACKSONVILLE
L–24F
IAP

6 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE PIE

RWY 11–29: H3601X75 (ASPH) S–22 MIRL

RWY 11: PAPI(P2L)—GA 3.0° TCH 33′. Tree.

RWY 29: PAPI(P2L)—GA 3.0° TCH 33′.

AIRPORT REMARKS: Attended 1300–0100Z‡. Banner towing invof arpt. 24 hr helicopter ops SW ramp. ACTIVATE rotating bcn and MIRL Rwy 11–29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.025 (321) 986–8864.

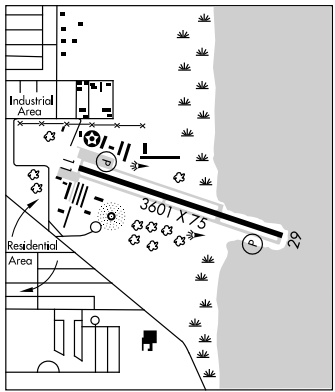
COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ORLANDO APP/DEP CON** 134.95

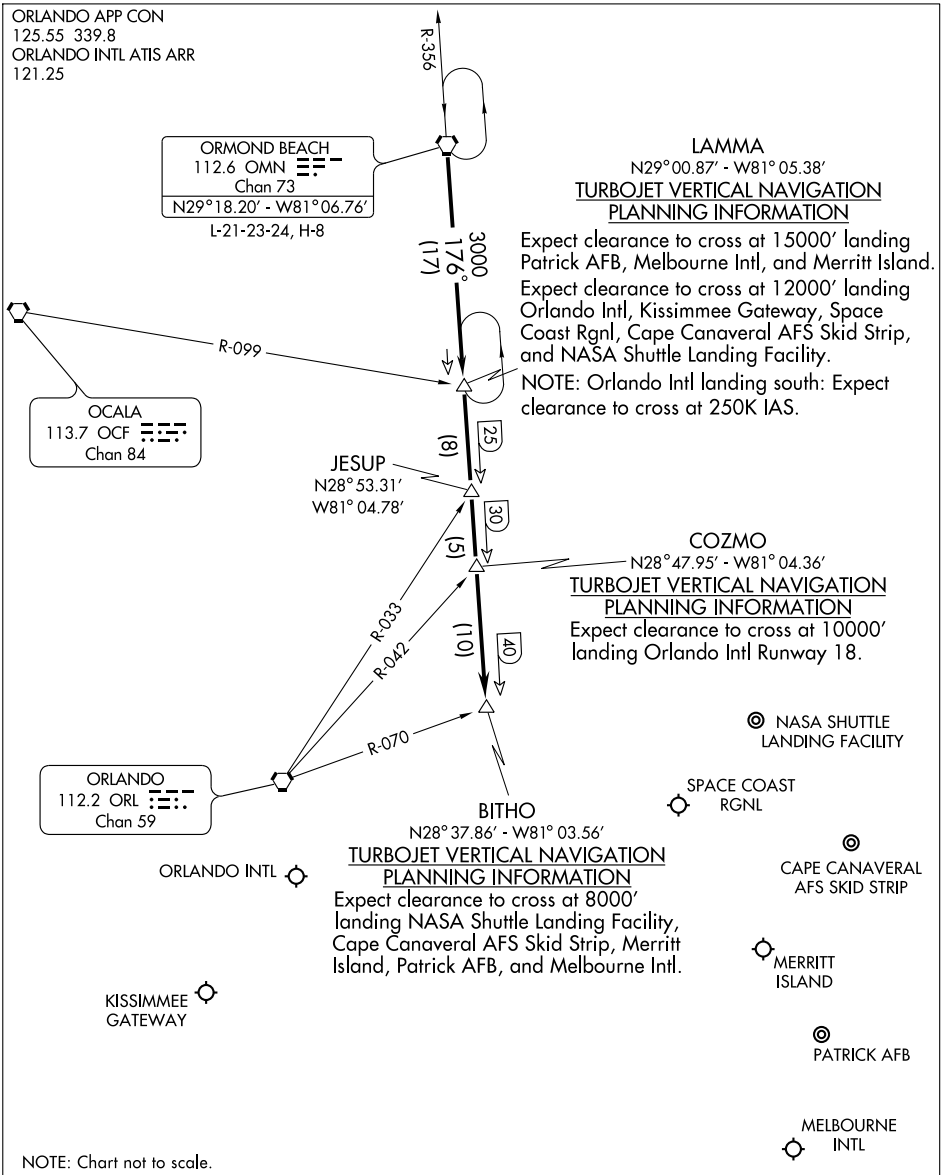
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 109° 36.4 NM to fld. 102/00E.
HIWAS.

NDB (MHW) 247 COI N28°20.45′ W80°41.31′ at fld. NOTAM FILE PIE.



BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

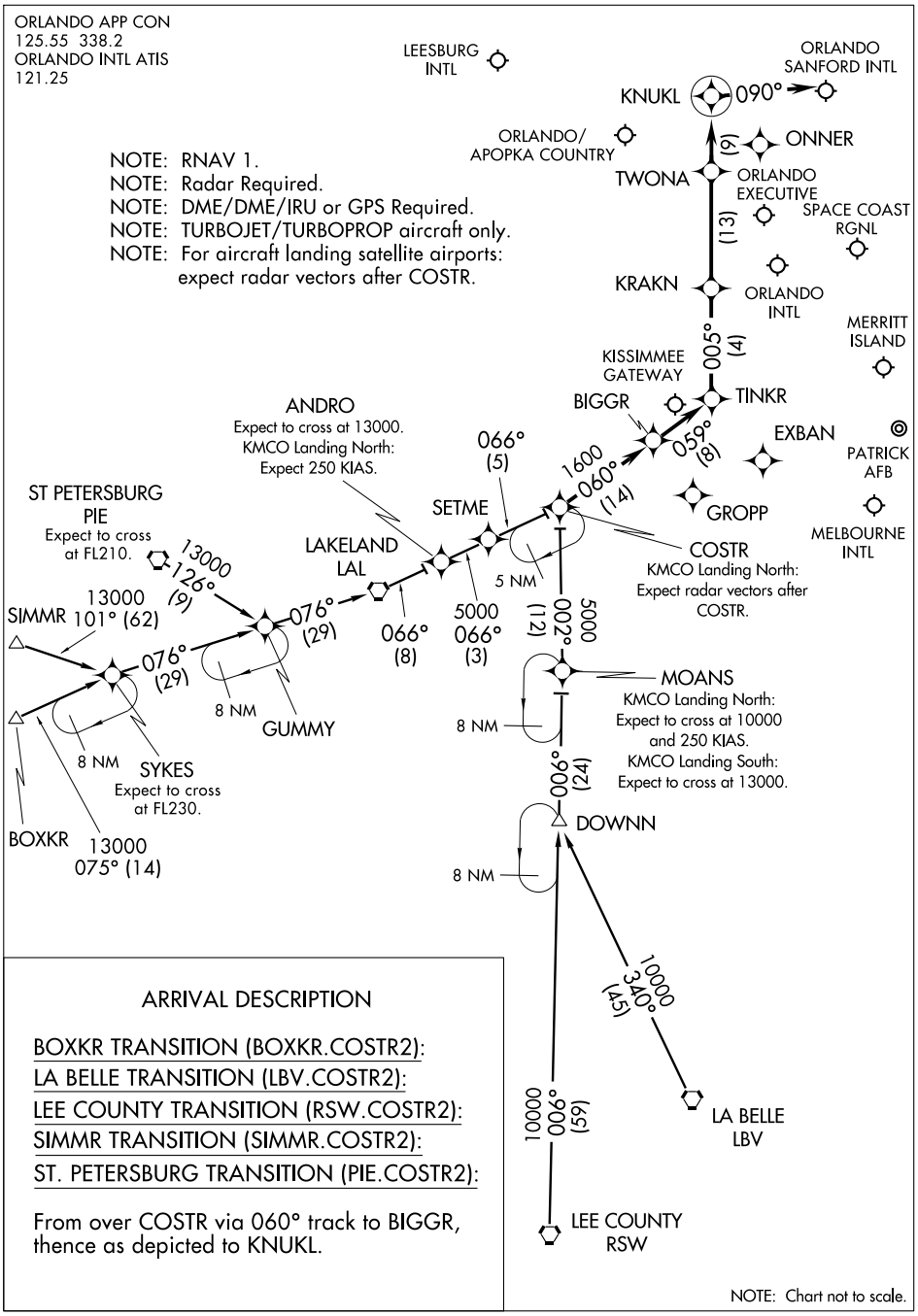


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

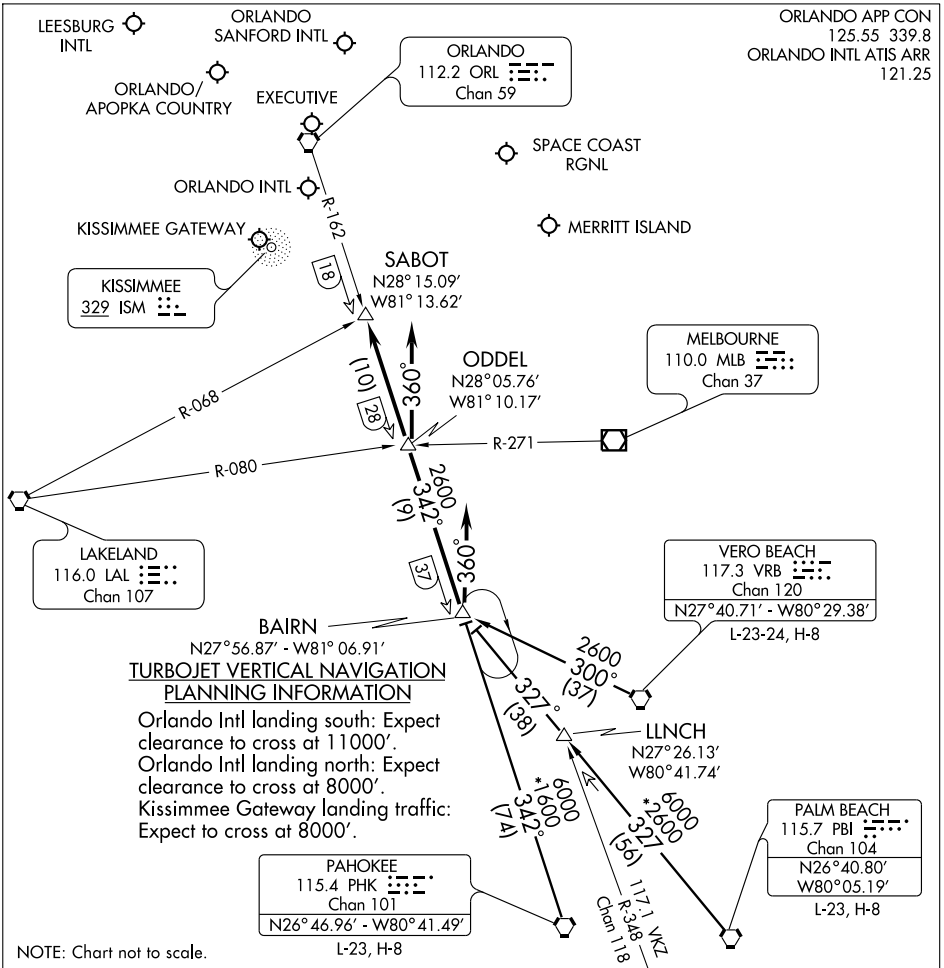
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

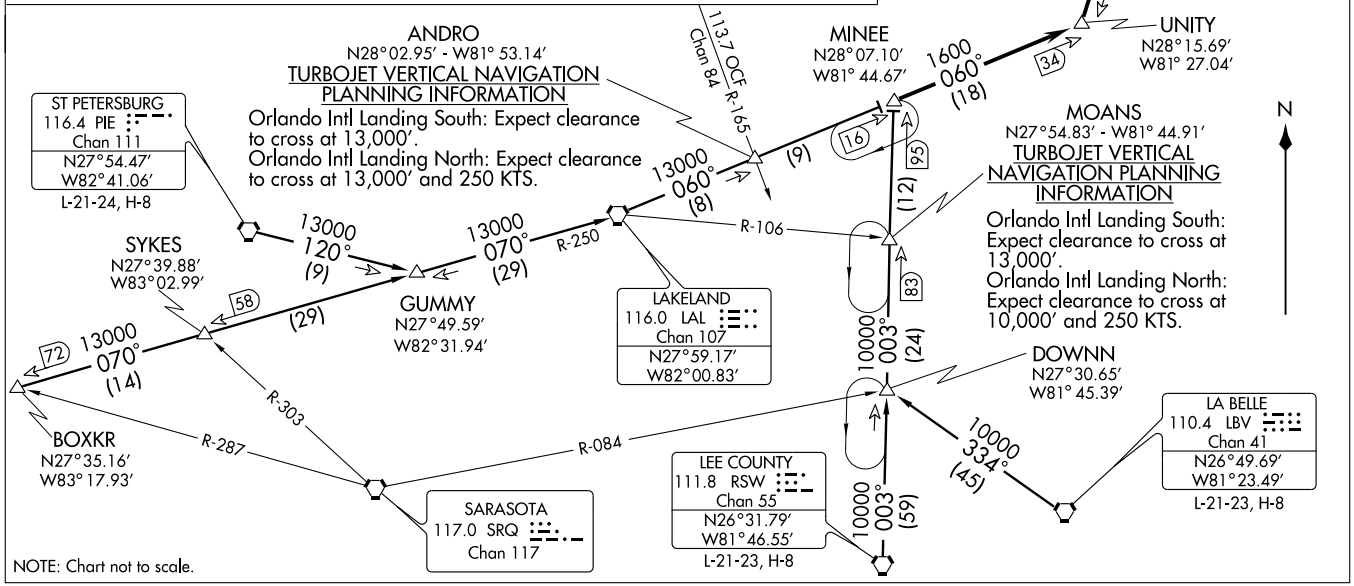
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

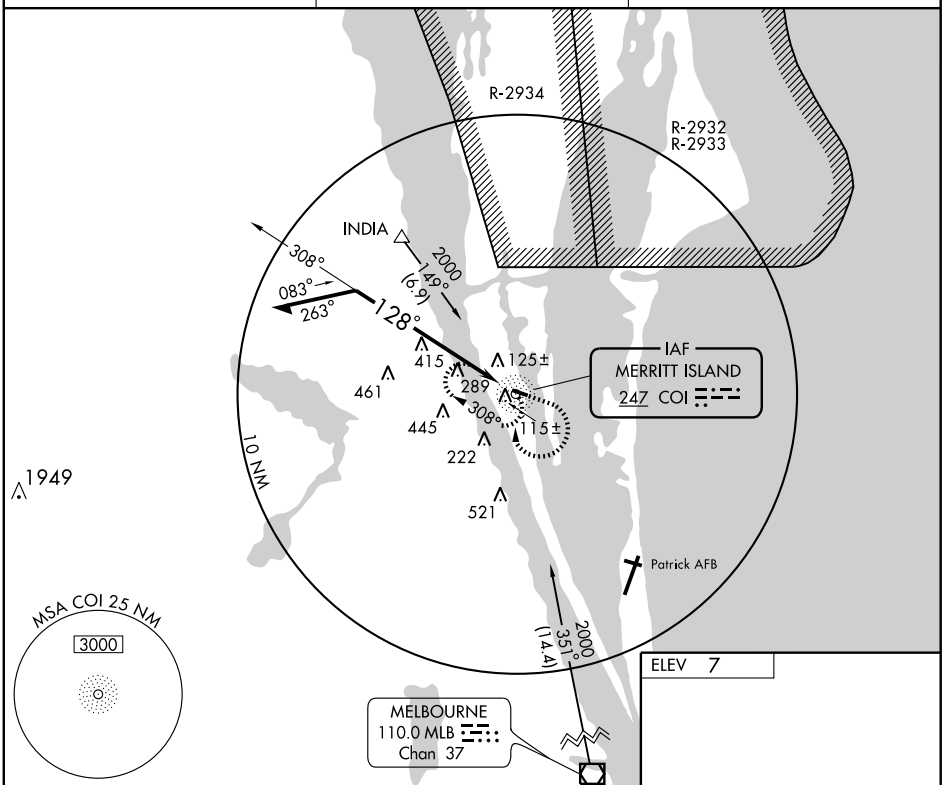
NDB COI	APP CRS	Rwy Idg	3601
247	128°	TDZE	7
		Apt Elev	7

NDB RWY 11
MERRITT ISLAND (COI)

Use Melbourne Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct COI NDB and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-11	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	
CIRCLING	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	

MIRL Rwy 11-29 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	3601
CH 65899	114°	TDZE	6
W11A		Apt Elev	6

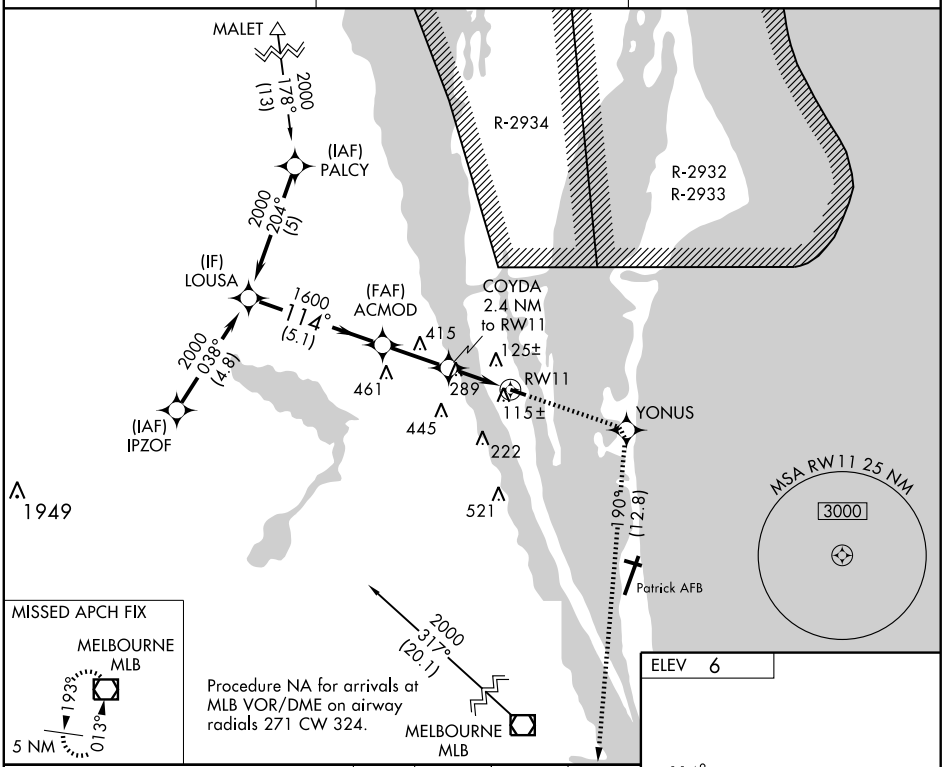
RNAV (GPS) RWY 11

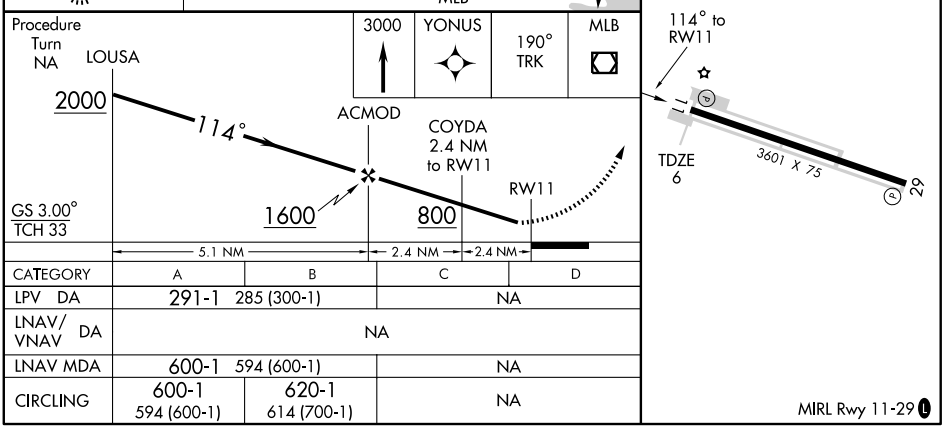
MERRITT ISLAND (COI)

If local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct YONUS and via 190° track to MLB VOR/DME and hold.

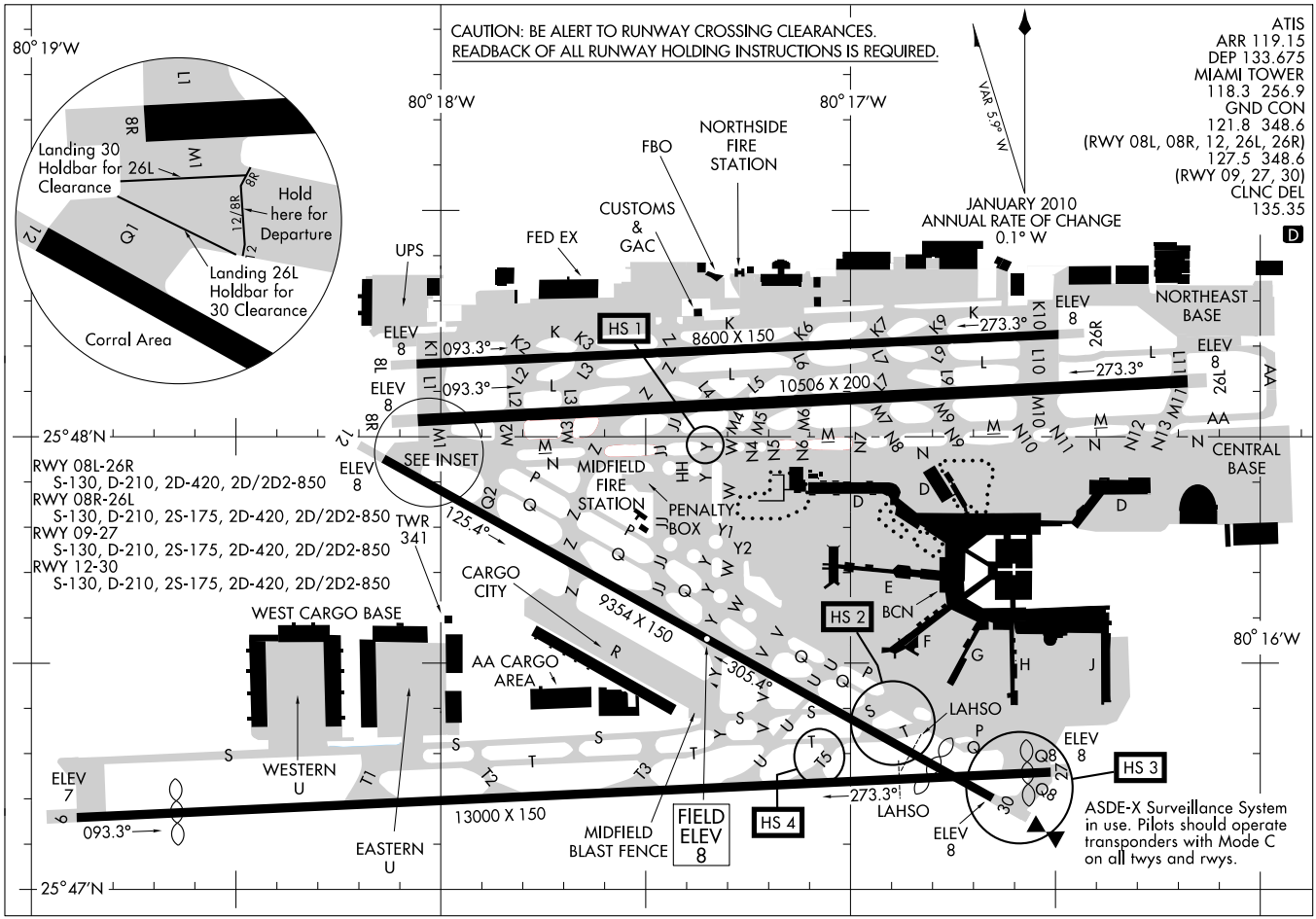
AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	600-1	594 (600-1)	NA	
CIRCLING	600-1 594 (600-1)	620-1 614 (700-1)	NA	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS
ARR 119.15
DEP 133.675
MIAMI TOWER
118.3 256.9
GND CON
121.8 348.6
(RWY 08L, 08R, 12, 26L, 26R)
127.5 348.6
(RWY 09, 27, 30)
CLNC DEL
135.35
80° 19′W
80° 18′W
80° 17′W
80° 16′W
25° 48′N
25° 47′N
VAR 5.9° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
NORTHSIDE FIRE STATION
FBO
CUSTOMS & GAC
FED EX
UPS
NORTHEAST BASE
CENTRAL BASE
HS 1
HS 2
HS 3
HS 4
8600 X 150
10506 X 200
9354 X 150
13000 X 150
093.3°
273.3°
305.4°
125.4°
SEE INSET
MIDFIELD FIRE STATION
PENALTY BOX
TWR 341
CARGO CITY
WEST CARGO BASE
AA CARGO AREA
BCN
LAHSO
WESTERN U
EASTERN U
MIDFIELD BLAST FENCE
FIELD ELEV 8
ELEV 8
ELEV 7
Landing 30 Holdbar for 26L Clearance
Hold here for Departure
Landing 26L Holdbar for 30 Clearance
Corral Area
RWY 08L-26R
S-130, D-210, 2D-420, 2D/2D2-850
RWY 08R-26L
S-130, D-210, 2S-175, 2D-420, 2D/2D2-850
RWY 09-27
S-130, D-210, 2S-175, 2D-420, 2D/2D2-850
RWY 12-30
S-130, D-210, 2S-175, 2D-420, 2D/2D2-850
ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

MIAMI INTL (MIA) 8 NW UTC−5(−4DT) N25°47.72′ W80°17.41′ **MIAMI**

8 B S4 **FUEL** 100, JET A OX 1, 2, 3, 4 AOE Class I, ARFF Index E NOTAM FILE MIA **H–8I, L–23C, A IAP, AD**

RWY 09–27: H13000X150 (ASPH–GRVD) S–130, D–210, 2S–175, 2D–420 2D/2D2–850 HIRL CL

RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 1350′. Railroad. Rgt tfc.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. Thld dsplcd 253′.

RWY 08R–26L: H10506X200 (ASPH–GRVD) S–130, D–210, 2S–175, 2D–420 2D/2D2–850 HIRL CL

RWY 08R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 77′.

RWY 26L: MALSF. PAPI(P4L)—GA 3.0° TCH 73′. Rgt tfc.

RWY 12–30: H9354X150 (ASPH–GRVD) S–130, D–210, 2S–175, 2D–420, 2D/2D2–850 HIRL CL

RWY 12: MALSR. PAPI(P4R)—GA 3.0° TCH 72′. Tower.

RWY 30: MALS. PAPI(P4L)—GA 3.0° TCH 71′. Thld dsplcd 939′. Tree.

RWY 08L–26R: H8600X150 (ASPH–GRVD) S–130, D–210, 2D–420 2D/2D2–850 HIRL CL

RWY 08L: REIL. PAPI(P4L)—GA 3.0° TCH 60′

RWY 26R: REIL. PAPI(P4L)—GA 3.0° TCH 60′

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	12–30	9750
RWY 12	09–27	8100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–13000 TODA–13000 ASDA–12747 LDA–11397

RWY 12: TORA–9354 TODA–9354 ASDA–8579 LDA–8579

RWY 27: TORA–13000 TODA–13000 ASDA–13000 LDA–12747

RWY 30: TORA–9354 TODA–9354 ASDA–8852 LDA–7911

AIRPORT REMARKS: Attended continuously. CLOSED to non-engine aircraft. Rwy 08L–26R CLOSED 0200–1100Z‡ when Rwy 08R–26L and Rwy 09–27 are in use. Rwy 12–30 CLOSED 0200–1100Z‡ when Rwys 08R–26L and Rwy 09–27 are in use. Birds on and invof arpt. PPR 3 hrs prior to all arrivals on the General Aviation Center (GAC) ramp. Ctc Ramp Control at 305–876–7550 E of Twy U. Acft with a wingspan greater than 170′ are prohibited from taxiing on Twy P east of Twy U. Acft with a wingspan greater than 143′ are prohibited from using Twy AA. Inbound military flights notify prior notice 100 NM on freq 130.5. Rwy 08L touchdown rwy visual range avbl. Rwy 09 touchdown and midfield rwy visual range avbl. Rwy 26L touchdown rwy visual range avbl. Rwy 08R touchdown rwy visual range avbl. Rwy 27 touchdown rwy visual range avbl. All Turbojet acft use distant noise abatement dep profile from all rwys except A320, B727, B737–800, B767–400, and DC9 which should use close–in noise abatement profile. Rwy 27 thld lgts OTS indef. Ldg fee. All medical emergencies arrivals, with the exception of air ambulance flights, must secure doors until ARFF is on scene. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (305) 870–0235. TDWR.

COMMUNICATIONS: D-ATIS ARR 119.15 (305) 869–5445 **D–ATIS DEP** 133.675 (305) 869–5446 **UNICOM** 123.0

Ⓡ **APP CON** 124.85 (270°–089°) 120.5 (090°–269°) 125.75

TOWER 123.9 (090°–269°) 118.3 (270°–089°) **GND CON** 127.5 (09–27–30) 121.8 (8L/8R/12/26L/26R)

CLNC DEL 135.35 120.35

Ⓡ **DEP CON** 125.5 (090°–269°) 119.45 (270°–089°)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 099° 3.2 NM to fld. 10/4W. **HIWAS.**

KEYES NDB (LOM) 248 MI N25°47.44′ W80°11.65′ 278° 5.2 NM to fld. SHUTDOWN.

ILS/DME 110.3 I–MFA Chan 40 Rwy 08R. Class IA. LOC unusable beyond 20° either side of centerline and unusable inside 1.2 NM/3.1 DME inbound. GS unusable for coupled apchs blo 500′.

ILS 109.5 I–MIA Rwy 27. Class IA. LOM KEYES NDB. LOM SHUTDOWN.

ILS/DME 109.1 I–VIN Chan 28 Rwy 26L. Class IB. GS unusable for coupled apchs blo 385′.

ILS 110.9 I–BUL Rwy 09.

ILS/DME 111.7 I–DCX Chan 54 Rwy 30. (LOC only) LOC unusable within 0.5 NM of thld.

ILS/DME 108.9 I–GEM Chan 26 Rwy 12. Class IA. LOC unusable byd 27° left of course.

ILS/DME 109.3 I–ROY Chan 30 Rwy 08L. LOC unusable byd 025° right of course. DME portion unusable byd 029° left of course (centerline).

ILS/DME 109.3 I–CNV Chan 30 Rwy 26R.

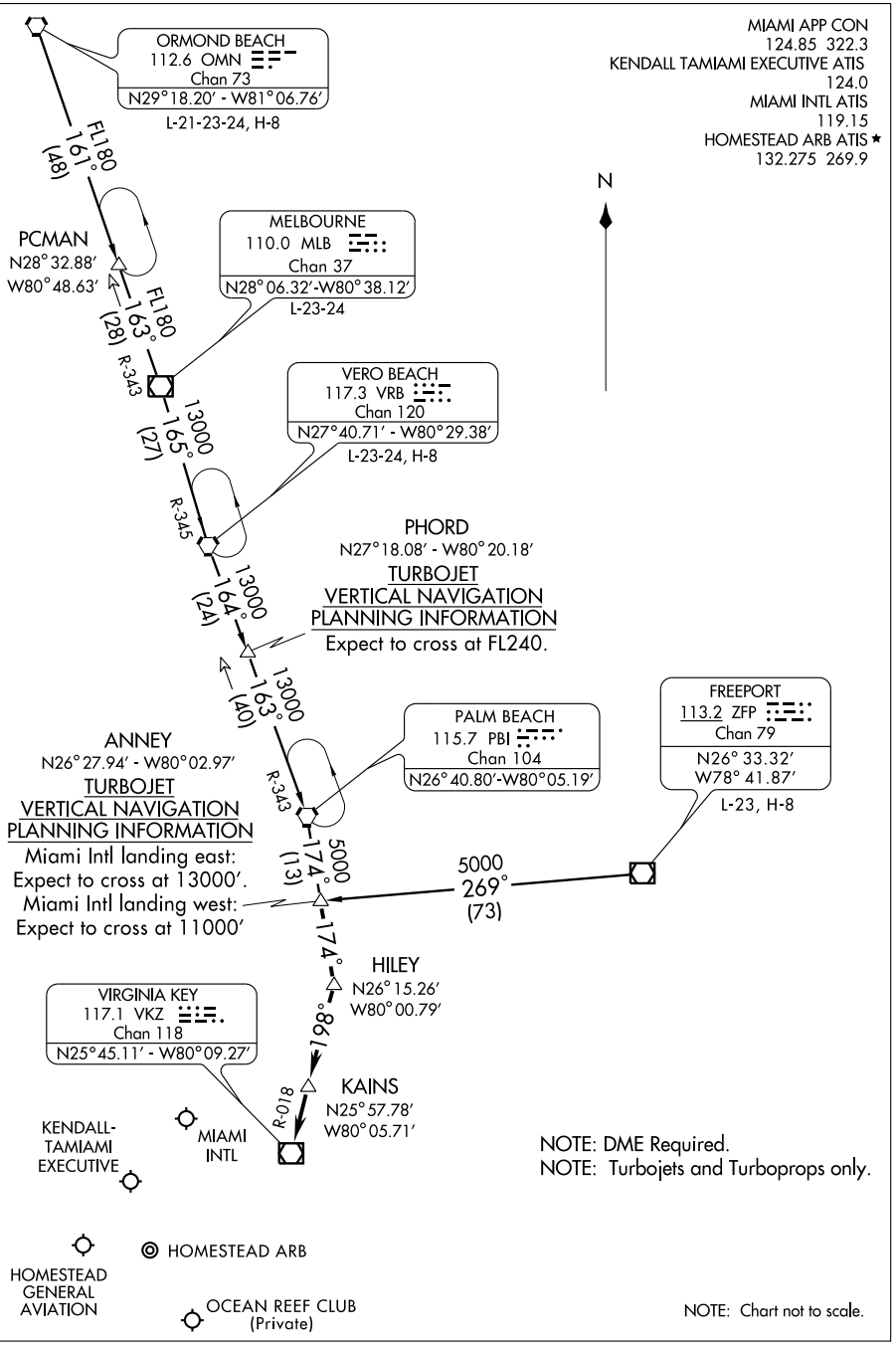
MIAMI SPB (X44) 2 E UTC−5(−4DT) N25°46.70′ W80°10.22′ **MIAMI**

00 AOE NOTAM FILE MIA

WATERWAY NW–SE: 15000X600 (WATER)

SEAPLANE REMARKS: Attended dalgt hrs. Numerous watercraft and large passenger vessels in area.

COMMUNICATIONS: CTAF/UNICOM 122.8



SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

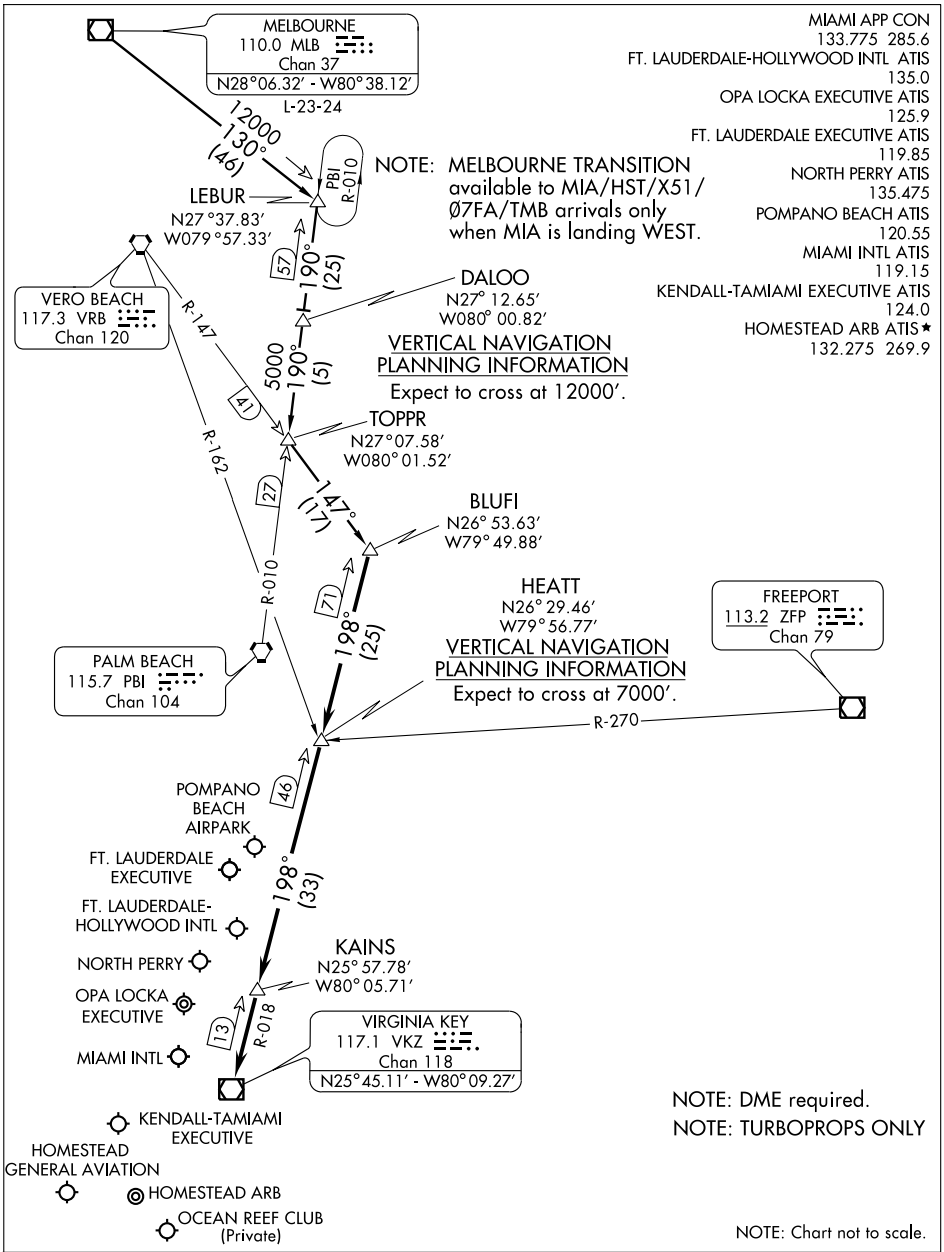
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 23 SEP 2010 to 21 OCT 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

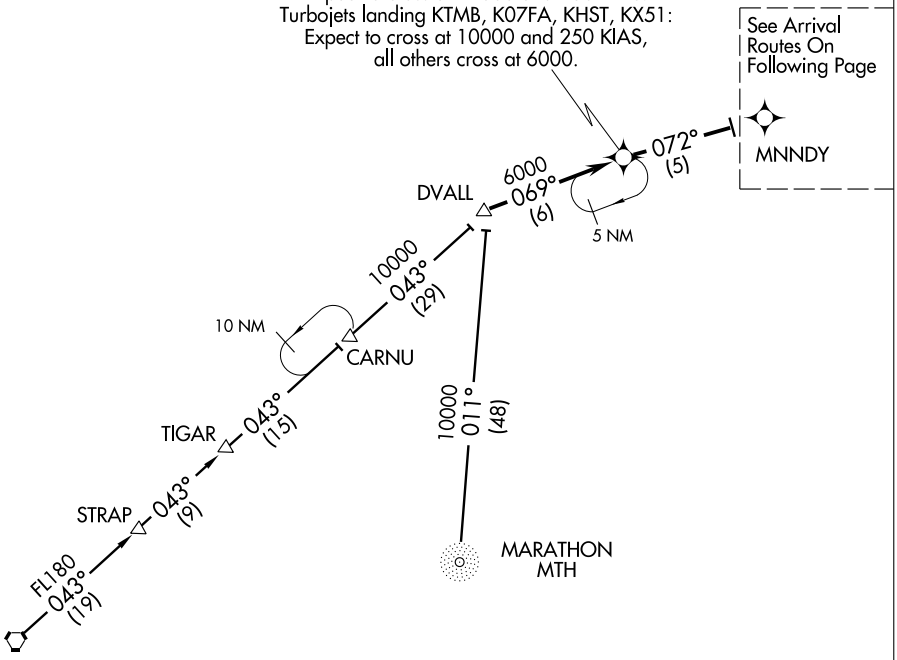
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

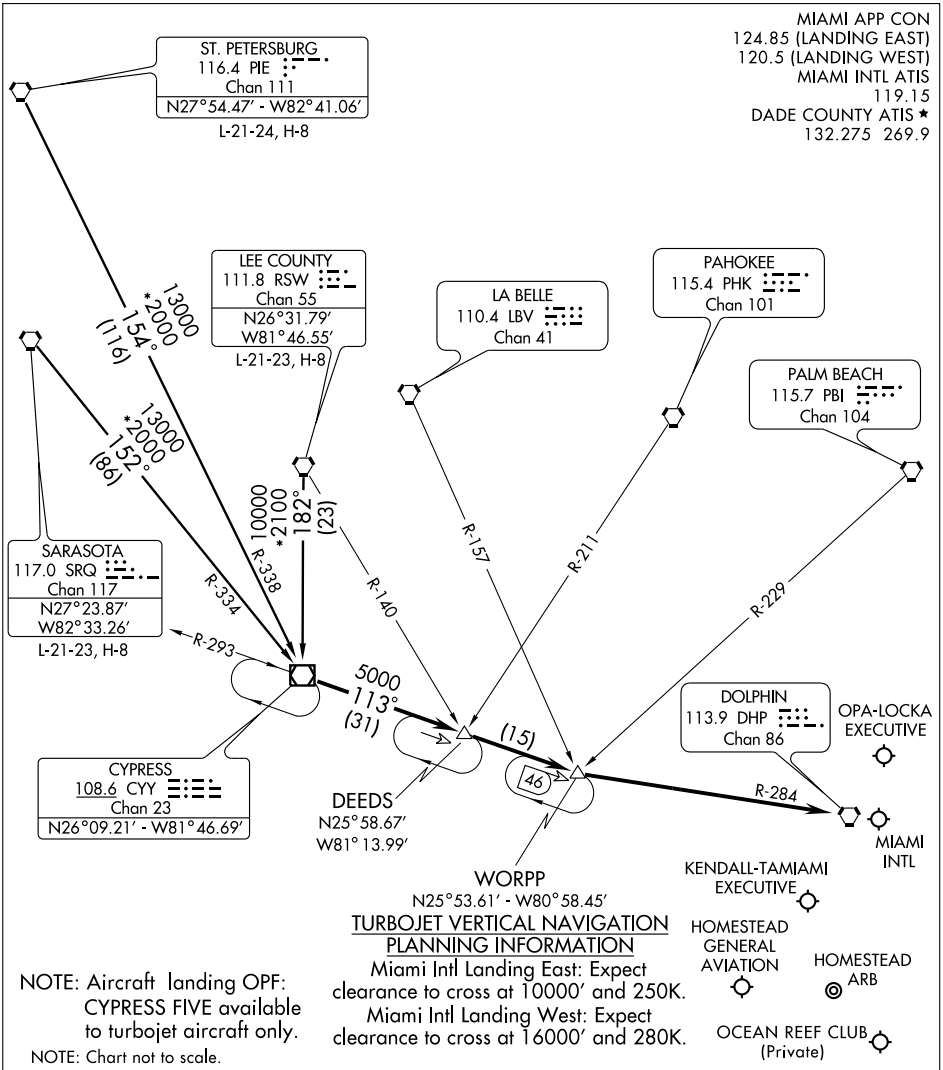
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

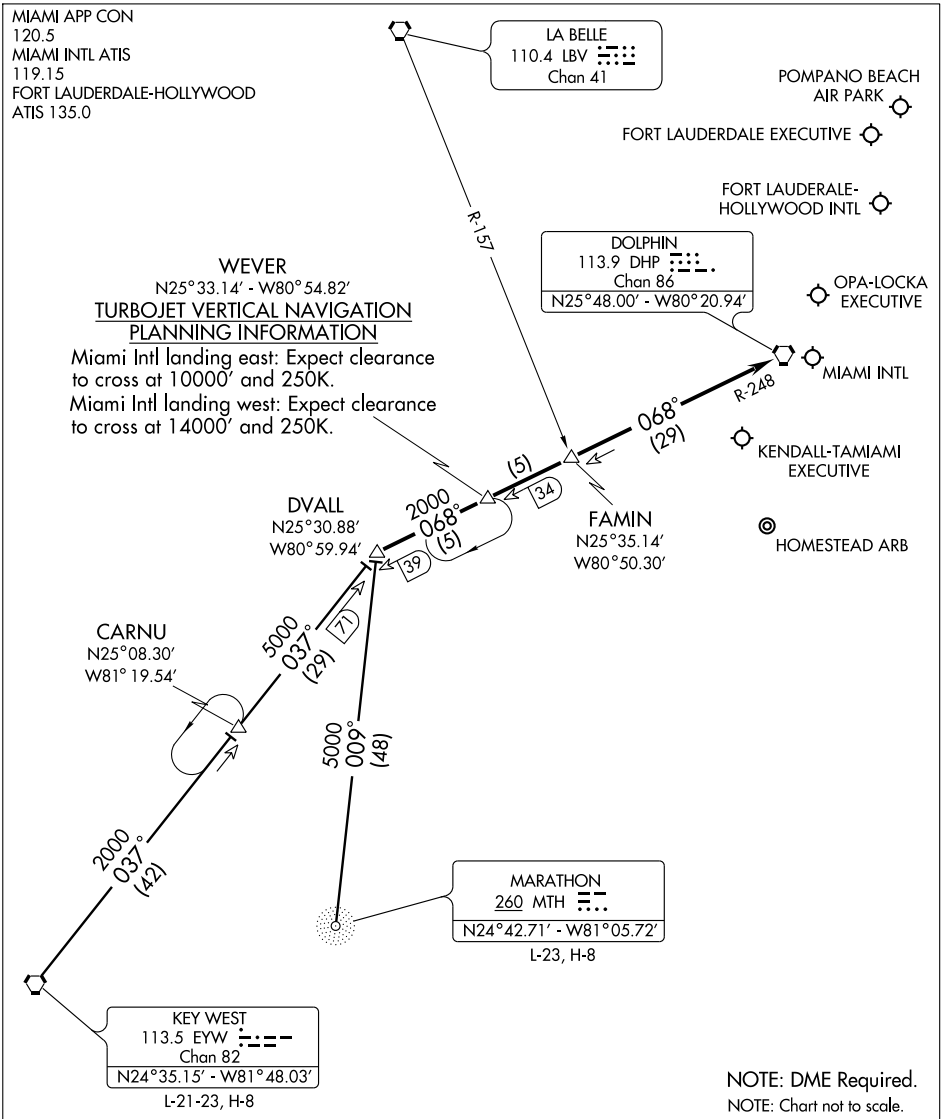
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

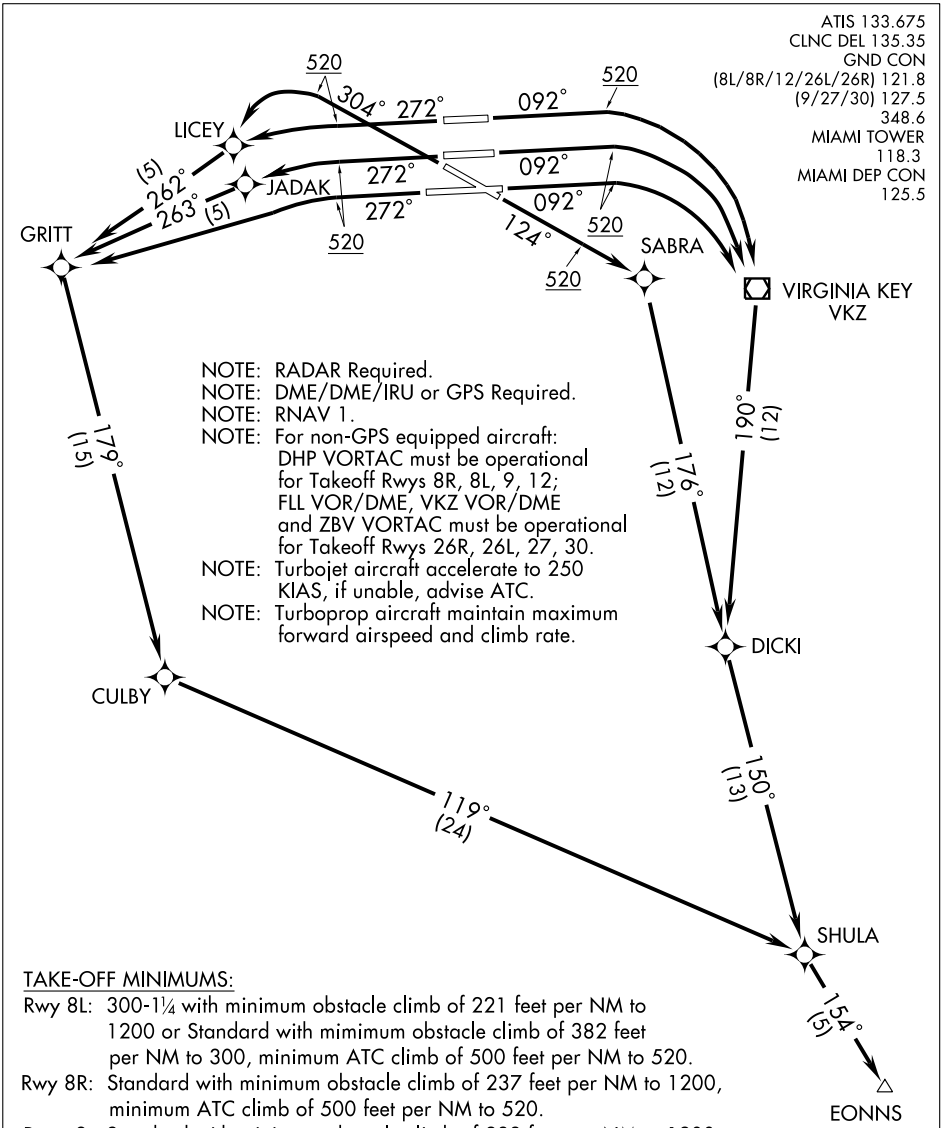
DVALL ONE ARRIVAL (DVALL.DVALL1)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

EONNS ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with mimimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL

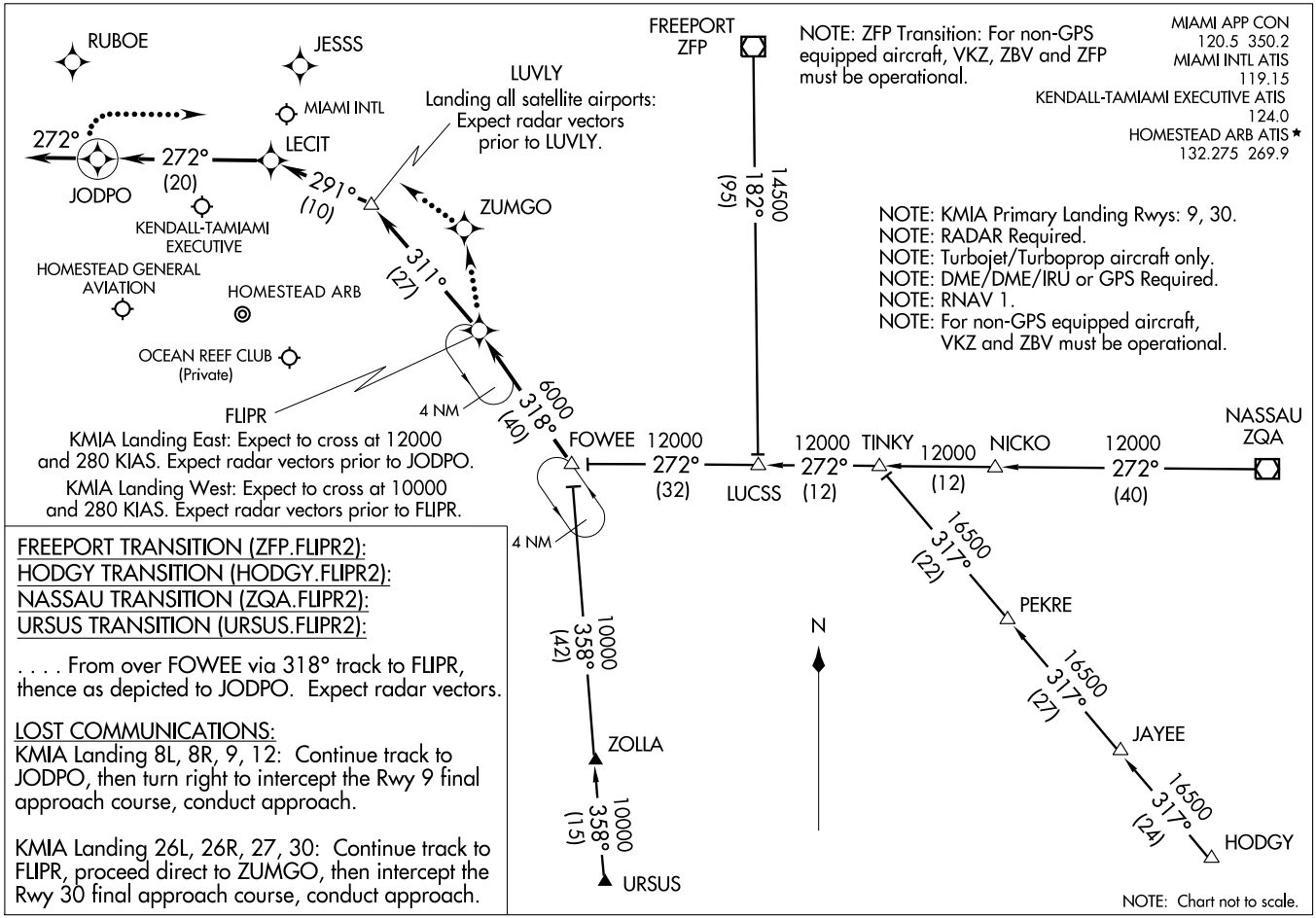
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

MIAMI, FLORIDA

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

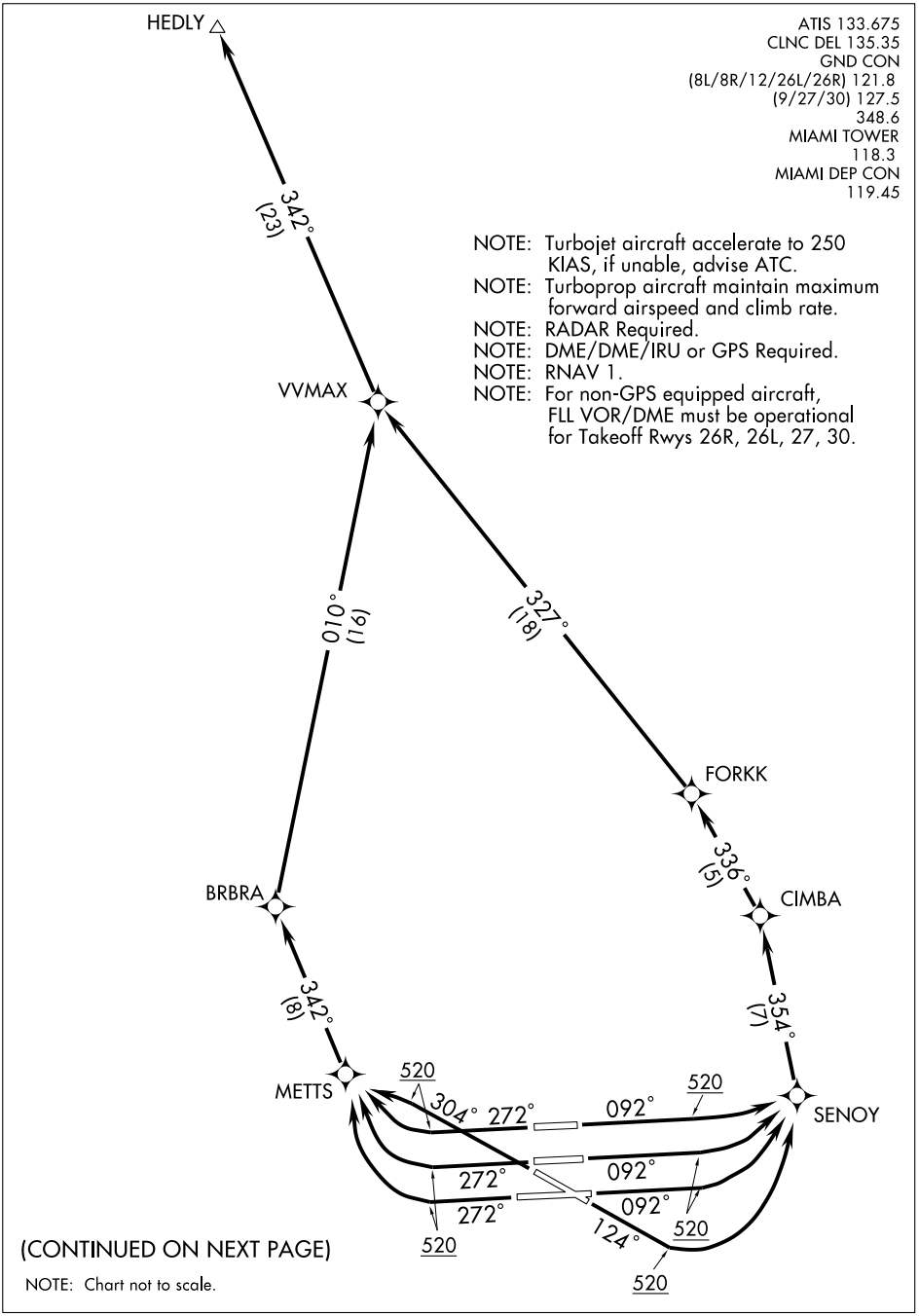
SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

TAKE-OFF OBSTACLES:
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 169° (18)

CIMBA

JESSS

243° 255° (5)

KAINS

271° RUBOE

271° (31)

(6)

HOXIL

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

BOYUR

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

(HILEY.HILEY2) 07074

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-MFA	APP CRS	Rwy Idg 10506
110.3	092°	TDZE 8
Chan 40		Apt Elev 8

ILS or LOC RWY 8R

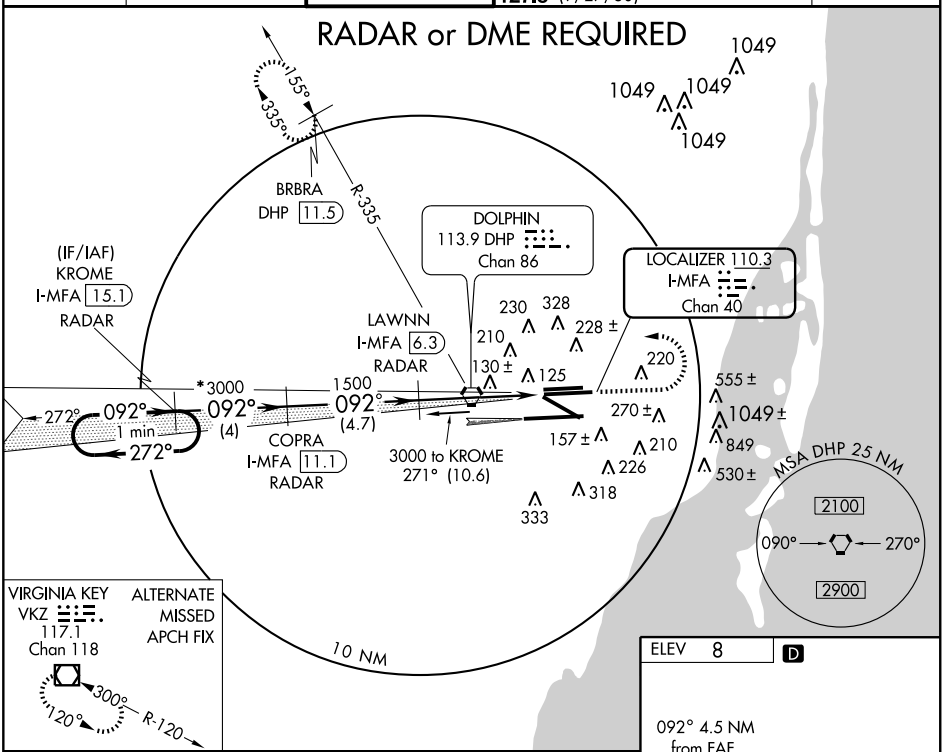
MIAMI INTL (MIA)

Simultaneous approach authorized with Rwy 9.
Autopilot coupled approach not authorized below 500 feet.
DME Required.
S-LOC minima not authorized during simultaneous operations.

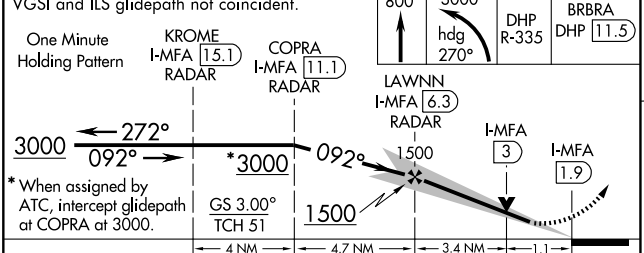
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/DHP 11.5 DME and hold.

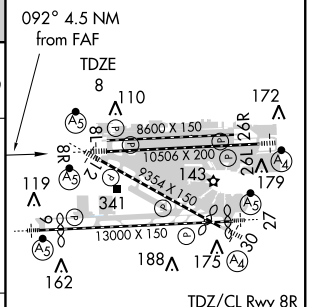
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 8R	208/18 200 (200-½)			
S-LOC 8R	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-BUL	APP CRS	Rwy Idg 11397
110.9	092°	TDZE 7
		Apt Elev 8

ILS or LOC RWY 9

MIAMI INTL (MIA)

For inoperative MALSR, increase S-ILS-9 Cat E visibility to RVR 4000, and S-LOC-9 Cat E visibility to 1½. Simultaneous approach authorized with Rwy 8R.
** Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

RADAR REQUIRED

DOLPHIN 113.9 DHP Chan 86

GRITT INT DHP 7 RADAR

INESS OM/INT RADAR

LOCALIZER 110.9 I-BUL

VIRGINIA KEY 117.1 VKZ Chan 118

LOM QEEZY 266 TM

MM

R-120

10 NM

MSA DHP 25 NM
2100
090° — 270°
2900

ELEV 8 D

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

*1500 when directed by ATC.

GRITT INT DHP 7 RADAR

INESS OM/INT RADAR

MM

GS 3.00°
TCH 55

092° 4 NM from FAF

800	3000	VKZ

CATEGORY	A	B	C	D	E
S-ILS 9	** 207/24 200 (200-½)				
S-LOC 9	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	NA				

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-GEM	APP CRS	Rwy Idg	8579
108.9	124°	TDZE	8
Chan 26		Apt Elev	8

ILS or LOC RWY 12

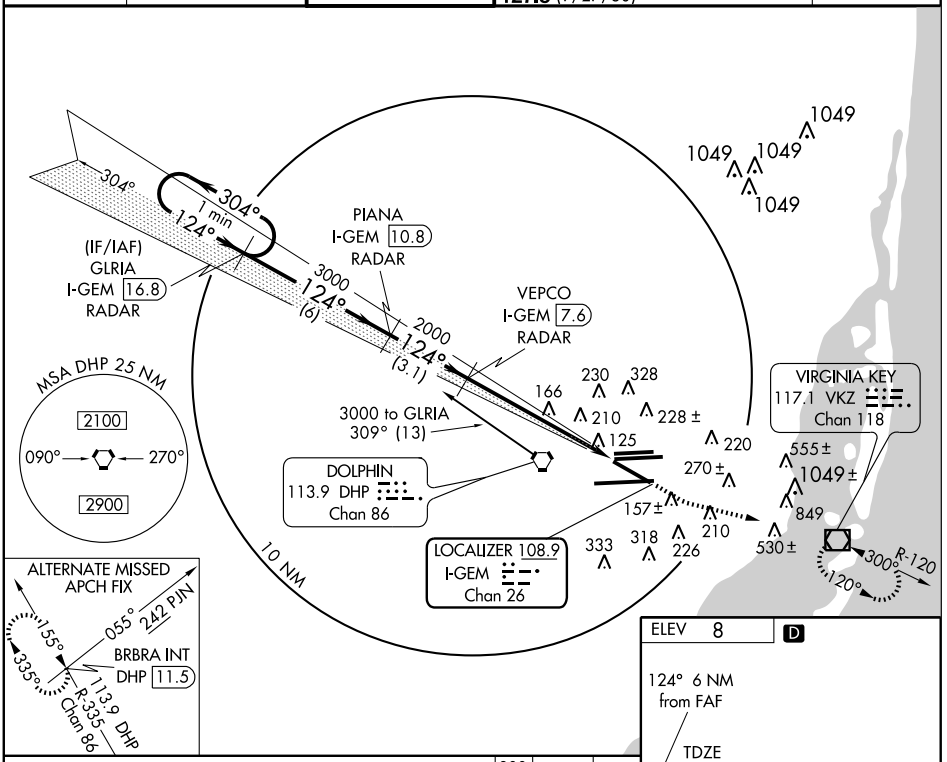
MIAMI INTL (MIA)

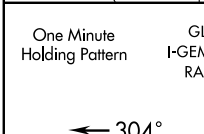
For inoperative MALSR, increase S-ILS 12 all Cats visibility to 1¼ , increase S-LOC 12 Cats A and B visibility to RVR 5000.
DME or RADAR Required.
Visibility reduction by helicopters NA.

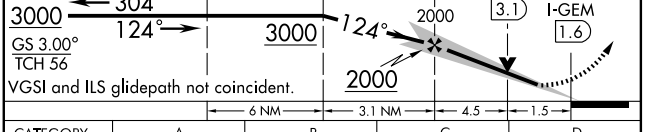
MALSR

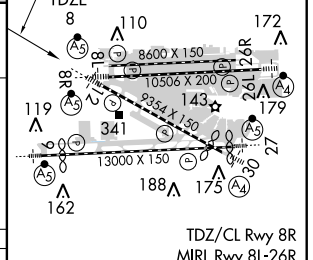
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35









TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40 552 (600-¾)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-VIN	APP CRS	Rwy Idg 10506
109.1	272°	TDZE 8
Chan 28		Apt Elev 8

ILS or LOC RWY 26L

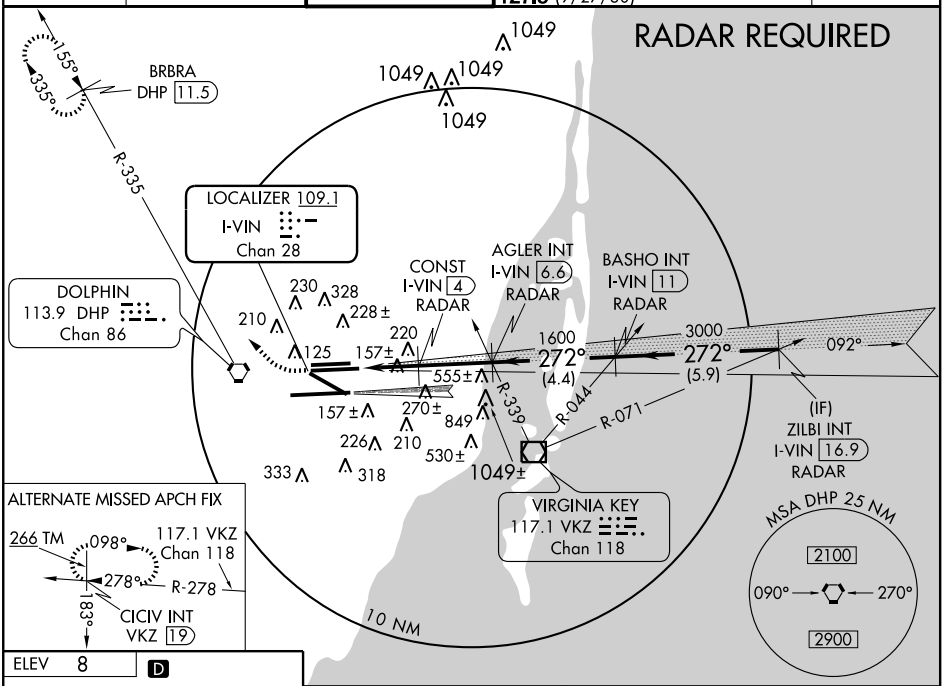
MIAMI INTL (MIA)

Autopilot coupled approach NA below 385. Simultaneous approach authorized with Rwy 27. DME Required. LOC procedure NA during simultaneous operations.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

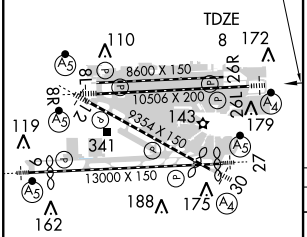
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



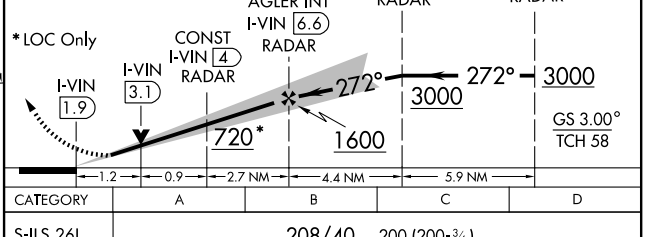
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ELEV 8 D



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 26L	208/40 200 (200-¾)			
S-LOC 26L	720/40 712 (800-¾)		720-2 712 (800-2)	720-2¼ 712 (800-2¼)
CONST FIX MINIMUMS				
S-LOC 26L	460/40 452 (500-¾)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)

LOC I-MIA	APP CRS	Rwy Idg	12747
109.5	272°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 27

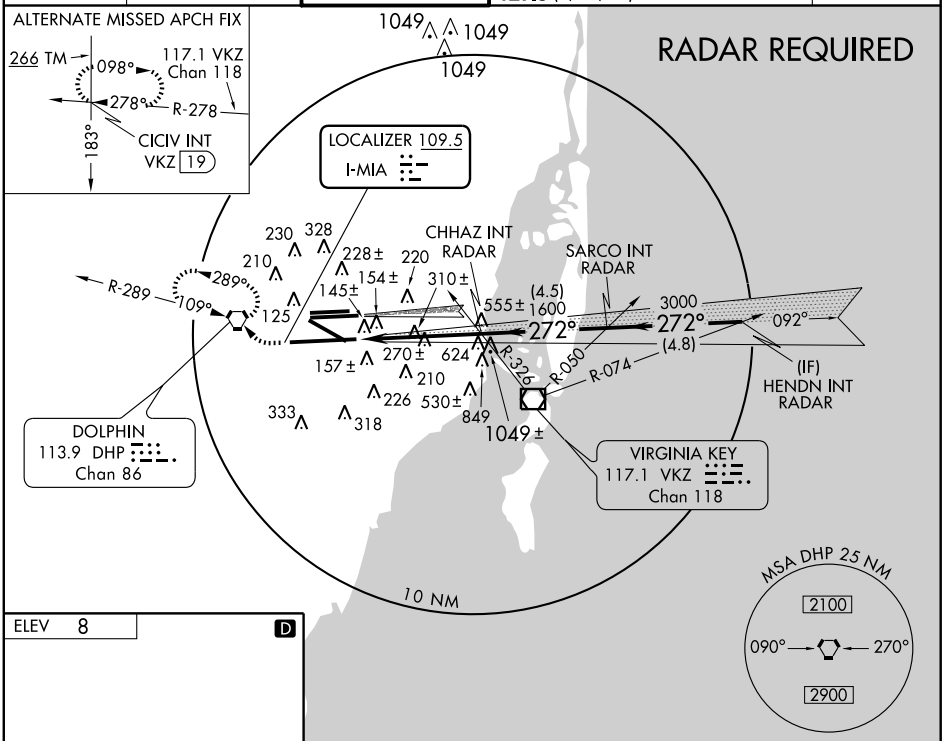
MIAMI INTL (MIA)

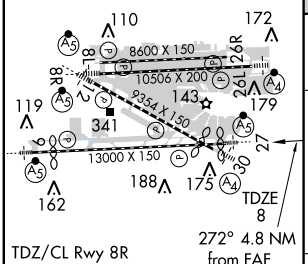
For inoperative MALSR, increase S-ILS 27 Cat. E visibility ¼ mile and S-LOC 27 Cat. E visibility ½ mile. Simultaneous approach authorized with Rwy 26L. S-LOC minima not authorized during simultaneous operation.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold.

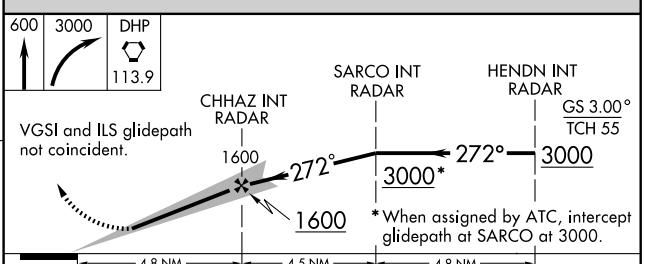
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D	E
S-ILS 27	208/24 200 (200-½)				
S-LOC 27	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DCX	APP CRS	Rwy Idg	7911
111.7	304°	TDZE	8
Chan 54		Apt Elev	8

ILS or LOC RWY 30

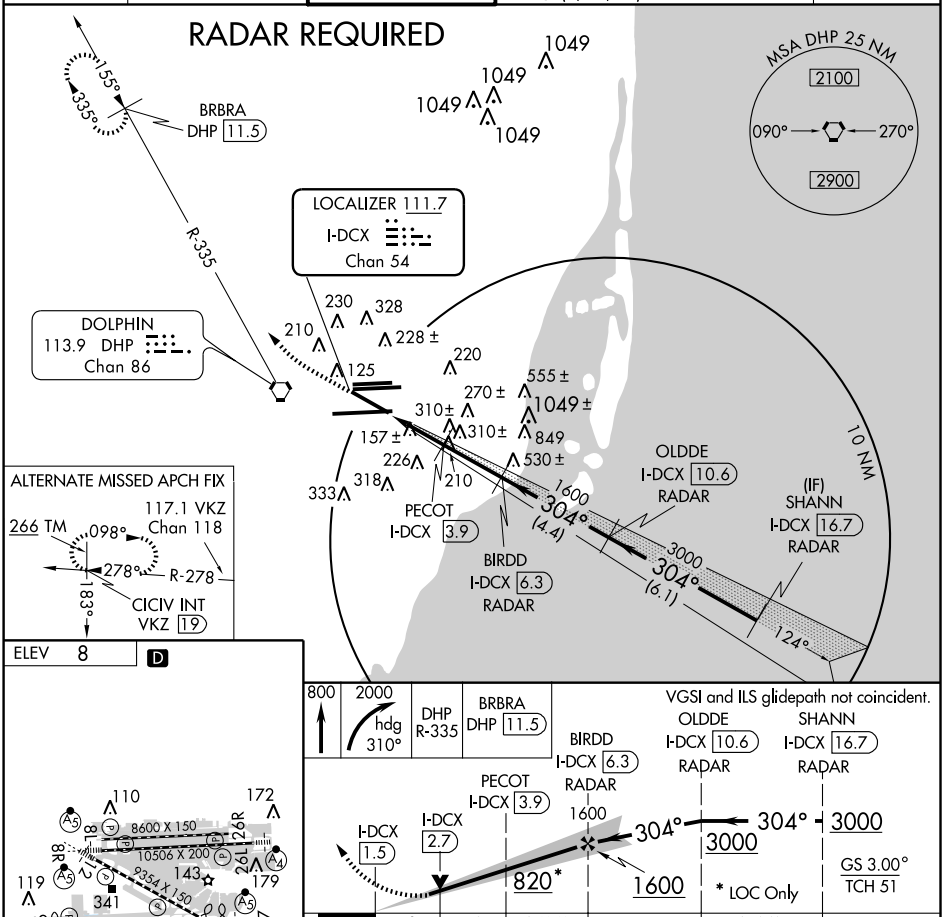
MIAMI INTL (MIA)

▼ Inoperative table does not apply to S-LOC 30 Cats B and C.
▲ Inoperative table does not apply to PECOT
FIX minimums S-LOC 30 Cat C. DME Required.

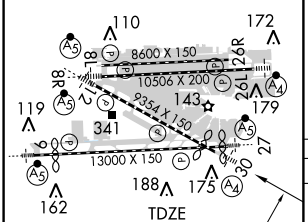
MALS (A4)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 310° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35



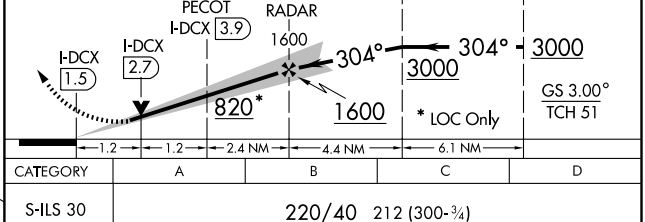
ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

304° 4.8 NM from FAF

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 30	220/40 212 (300-¾)			
S-LOC 30	820/40 812 (900-¾)	820/60 812 (900-1¼)	820-2½ 812 (900-2½)	820-2¾ 812 (900-2¾)
PECOT FIX MINIMUMS				
S-LOC 30	460/40 452 (500-¾)		460/60 452 (500-1¼)	460-1½ 452 (500-1½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LOC/DME I-ROY	APP CRS	Rwy ldg	8600
109.3	092°	TDZE	8
Chan 30		Apt Elev	8

LOC/DME RWY 8L

MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

RADAR REQUIRED

155°
335°
R-335
BRBRA
DHP 11.5
Miami Opa-Locka Executive
LOCALIZER 109.3
I-ROY
Chan 30
FEMSO
I-ROY 1.6
PABOY
I-ROY 11
LICEY
I-ROY 6
272°
1500
092°
(5)
DOLPHIN
113.9 DHP
Chan 86
10 NM
1049
230
328
210
228±
125
220
555±
270±
1049±
157±
210
849
226
530±
333
318
1849

MSA DHP 25 NM
2100
090° 270°
2900

ELEV 8 D

092° 4.4 NM from FAF

TDZE 8

8600 X 150
10506 X 200
9354 X 150
13000 X 150

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

800	3000 hdg 270°	DHP R-335	BRBRA DHP 11.5

PABOY
I-ROY 11
*3000
*1500 when directed by ATC.
092°
LICEY
I-ROY 6
1500
3.04°
TCH 60
FEMSO
I-ROY 1.6
5 NM
4.4 NM

CATEGORY	A	B	C	D
S-8L	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	NA			

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-CNV 109.3 Chan 30	APP CRS 272°	Rwy Idg 8600 TDZE 8 Apt Elev 8

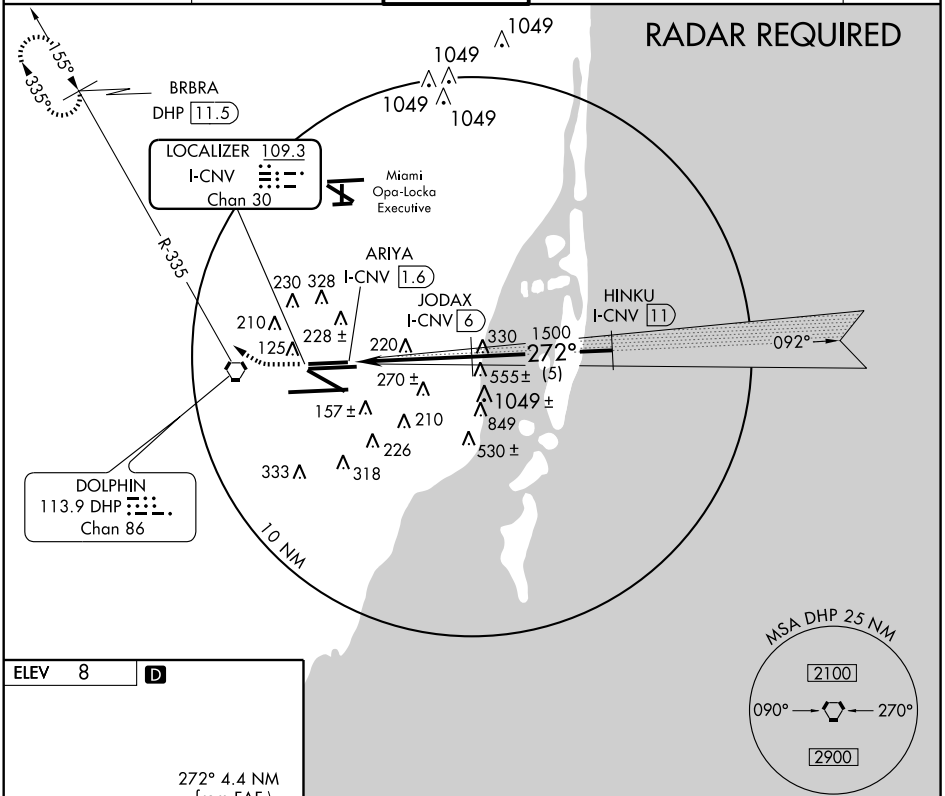
LOC/DME RWY 26R

MIAMI INTL (MIA)

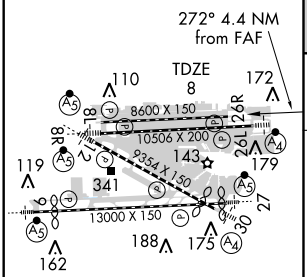
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

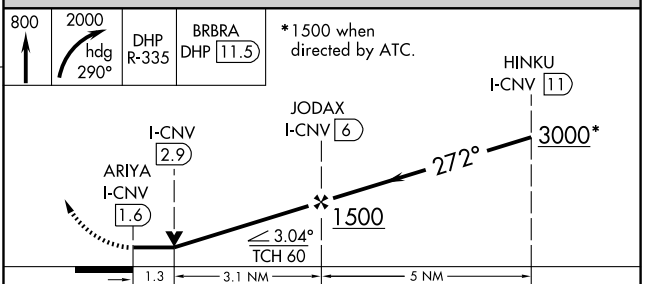
RADAR REQUIRED



ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

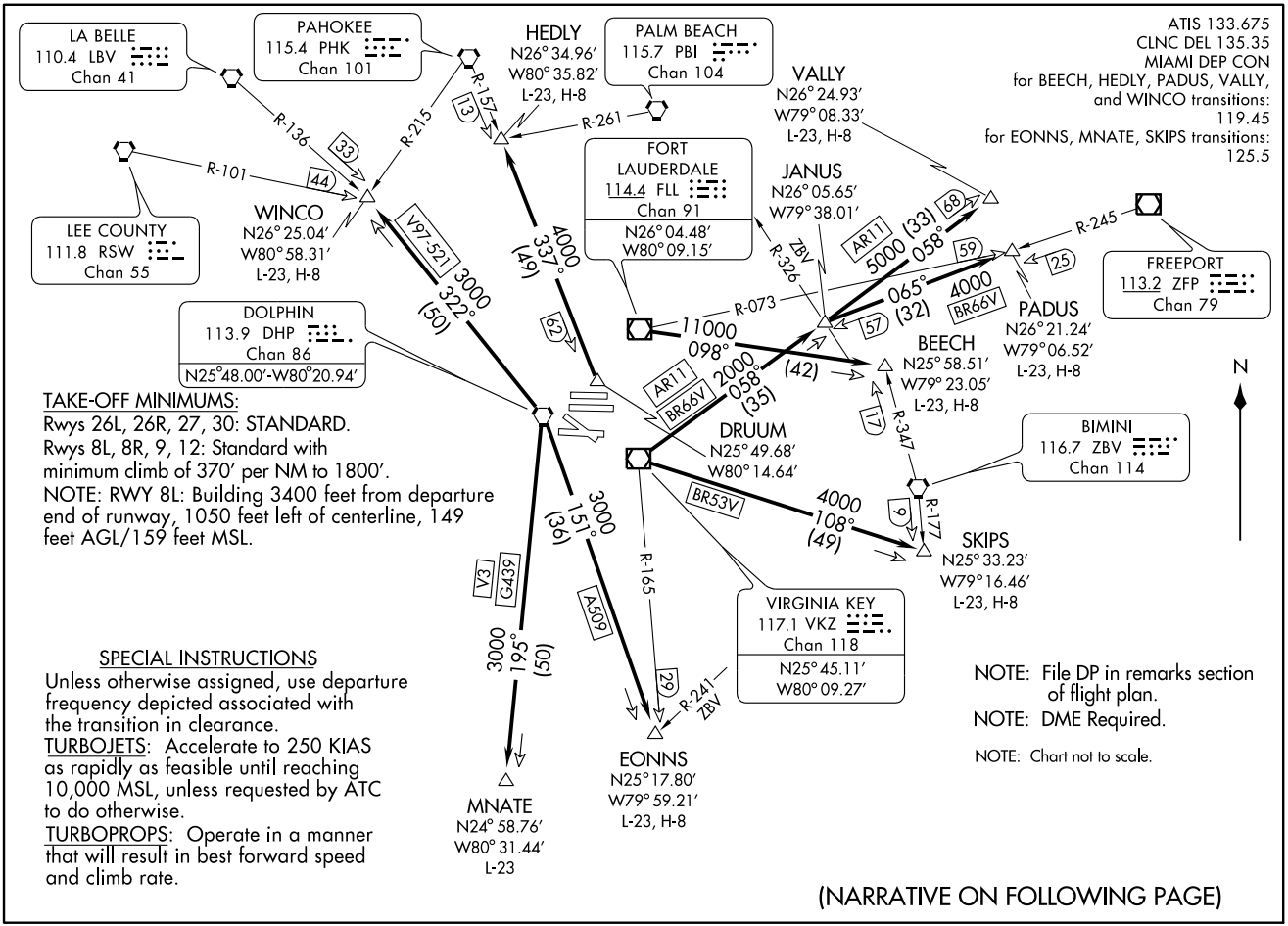


CATEGORY	A	B	C	D
S-26R	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098



MIAMI, FLORIDA
MIAMI INTL (MIA)

SL-257 (FAA)

MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.
NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.
NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.
ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

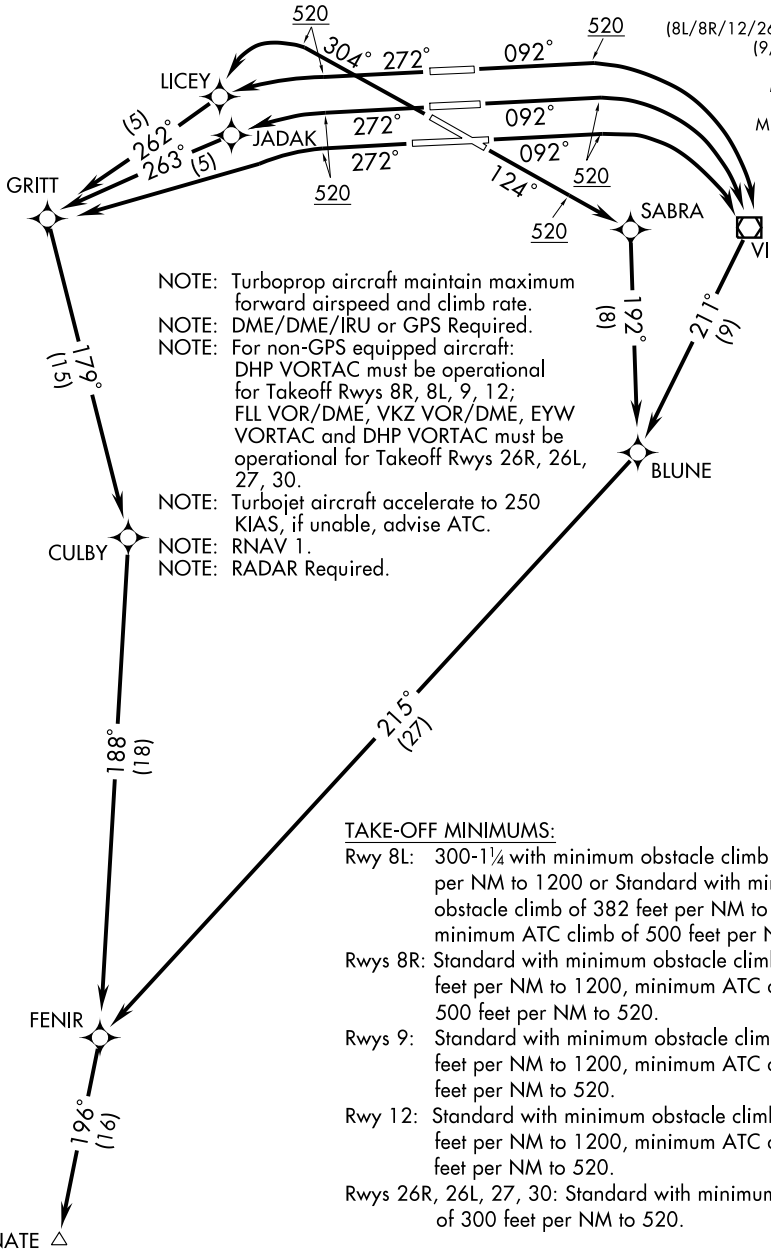
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 23 SEP 2010 to 21 OCT 2010

MNATE ONE DEPARTURE (RNAV)

SE-3, 23 SEP 2010 to 21 OCT 2010

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5



NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME, EYW VORTAC and DHP VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.
NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via depicted route to MNATE, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

PADUS ONE DEPARTURE (RNAV)

(PADUS1.PADUS) 09183

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

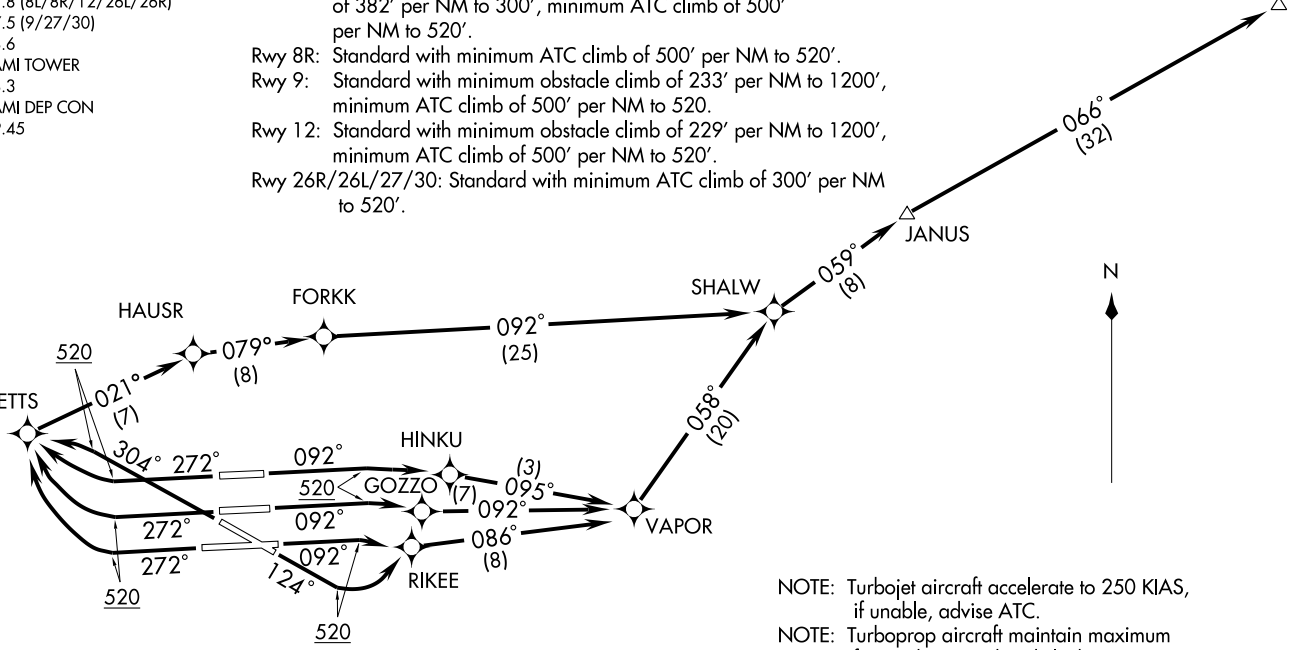
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

(PADUS1.PADUS) 09183

PADUS ONE DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 9: Climb heading 092° to 520', then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then left turn direct RIKEE, them via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .
. . . . Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

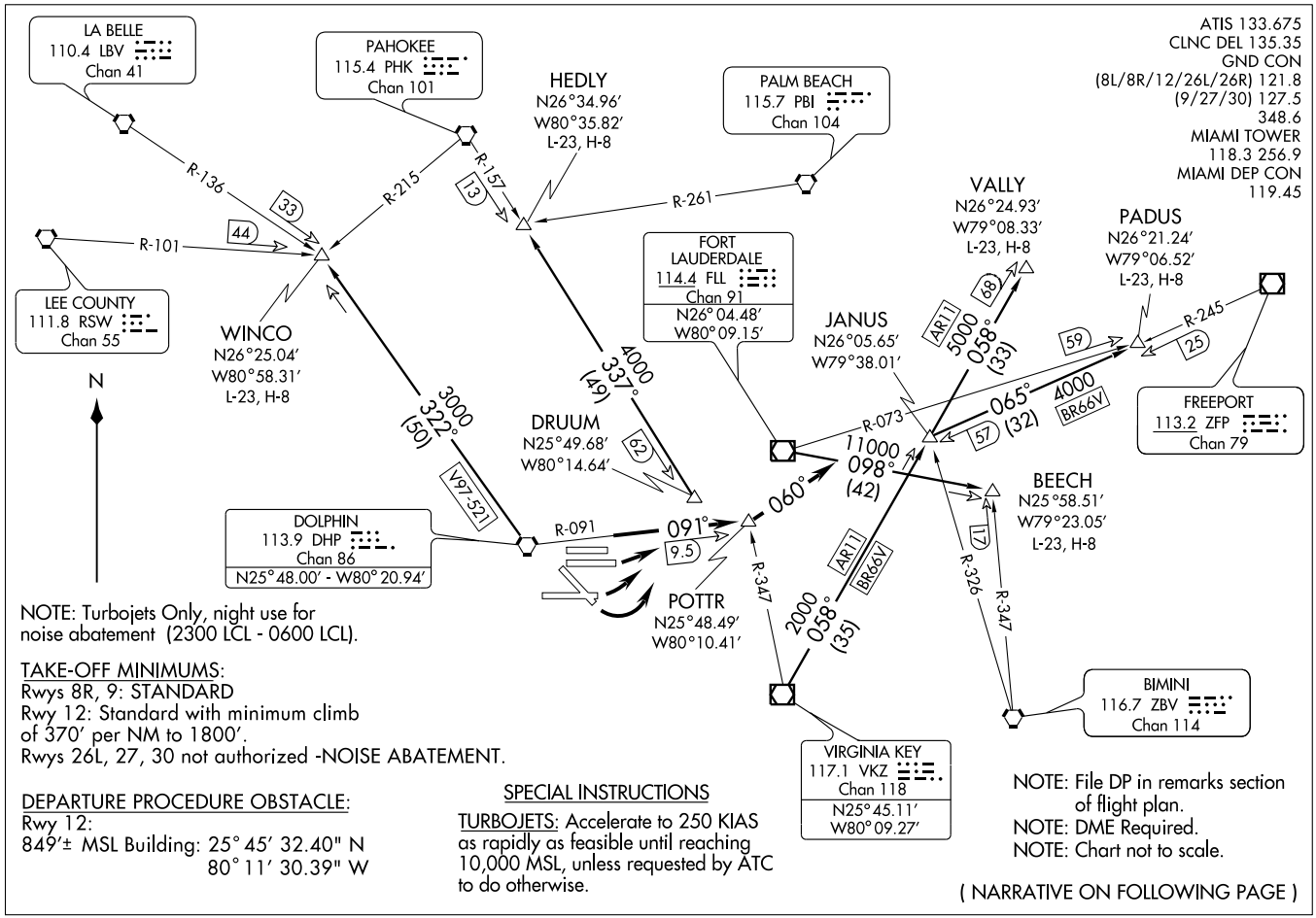
NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

POTTR THREE DEPARTURE

(POTTR3.POTTR) 10098

MIAMI, FLORIDA
MIAMI INTL (MIA)



NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).

TAKE-OFF MINIMUMS:
Rwys 8R, 9: STANDARD
Rwy 12: Standard with minimum climb of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.

DEPARTURE PROCEDURE OBSTACLE:
Rwy 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W

SPECIAL INSTRUCTIONS

TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

POTTR THREE DEPARTURE
(POTTR3.POTTR) 10098
MIAMI, FLORIDA
MIAMI INTL (MIA)

SL-257 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8R: Intercept DHP VORTAC R-091 to POTTR INT. Thence....
TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC R-091 to POTTR INT. Thence....
.... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO transitions use 119.45.

BEECH TRANSITION (POTTR3.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
VALLY TRANSITION (POTTR3.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

WAAS	APP CRS	Rwy Idg	8600
CH 42703	092°	TDZE	8
W08A		Apt Elev	8

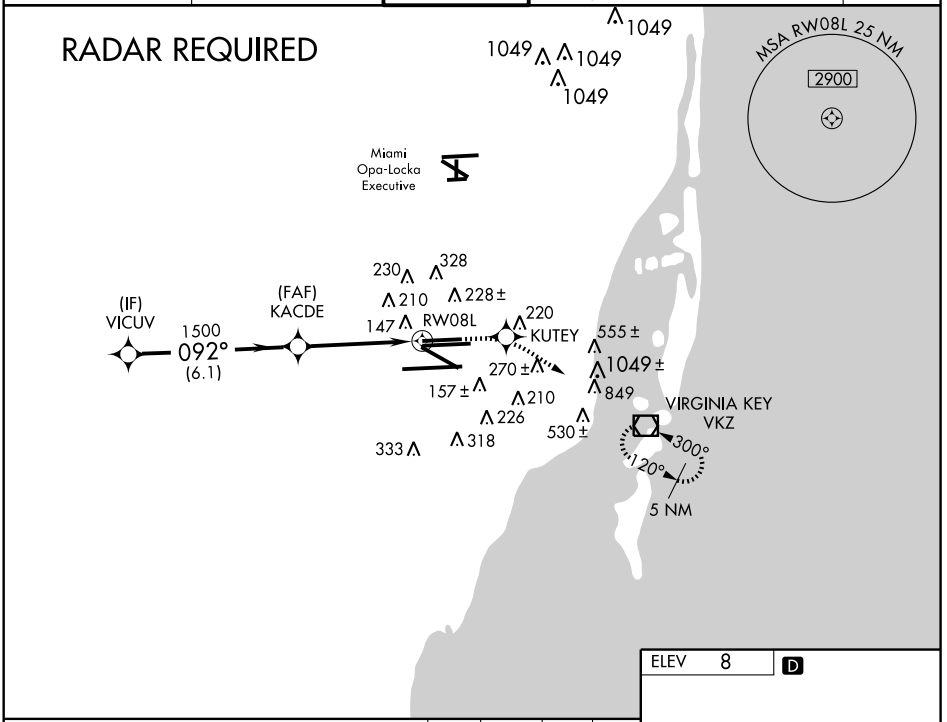
RNAV (GPS) RWY 8L

MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

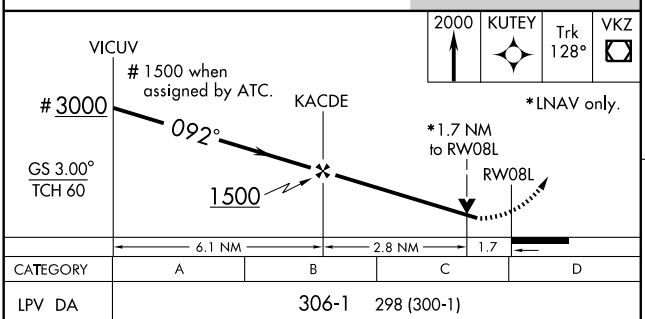
MISSED APPROACH: Climb to 2000 direct KUTEY and via 128° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

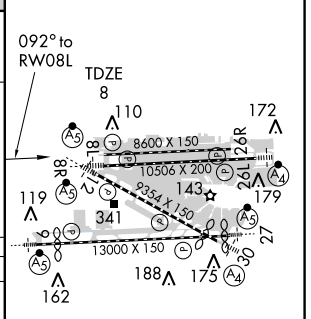


SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LPV DA	306-1 298 (300-1)			
LNAV/VNAV DA	530-1¾ 522 (600-1¾)			
LNAV MDA	600-1 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	NA			



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

APP CRS	Rwy Idg	11397
092°	TDZE	7
	Apt Elev	8

RNAV (GPS) RWY 9

MIAMI INTL (MIA)

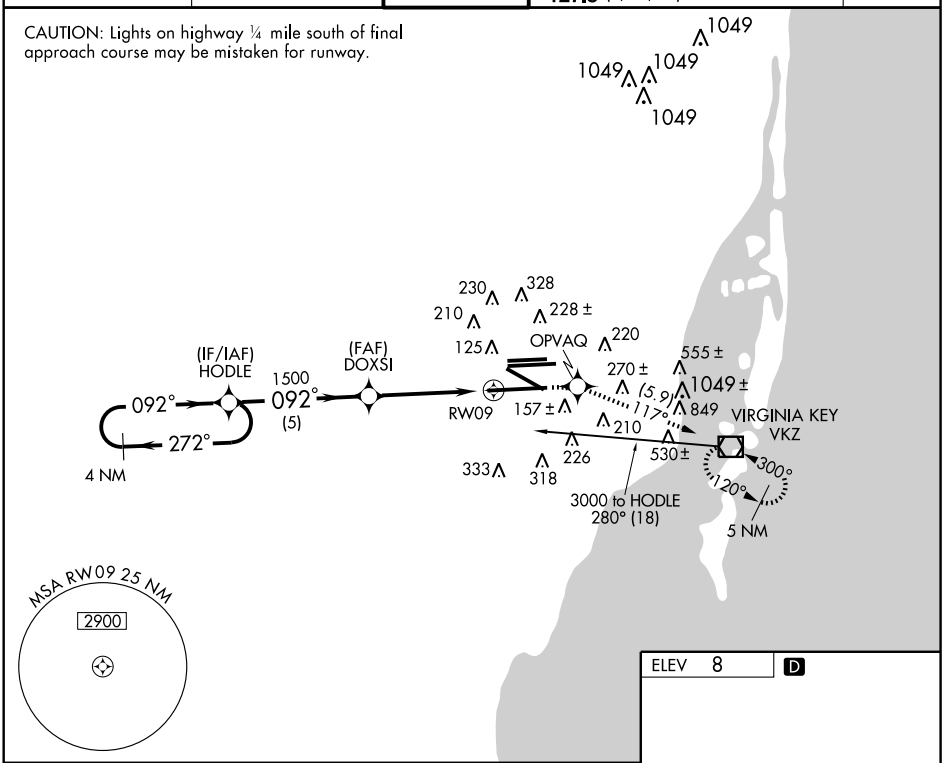
T NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

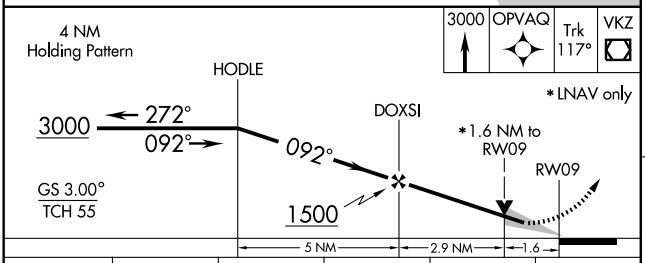
MALSR

MISSED APPROACH: Climb to 3000 direct OPVAQ WP and 117° track to VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

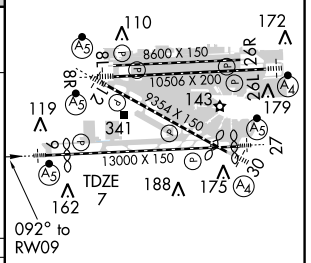
CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.





CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	420/50 413 (500-1)				
LNAV MDA	560/24 553 (600-½)		560/50 553 (600-1)	560/60 553 (600-1¼)	560-1½ 553 (600-1½)
CIRCLING	NA				

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8600
CH 86903	272°	TDZE	8
W26A		Apt Elev	8

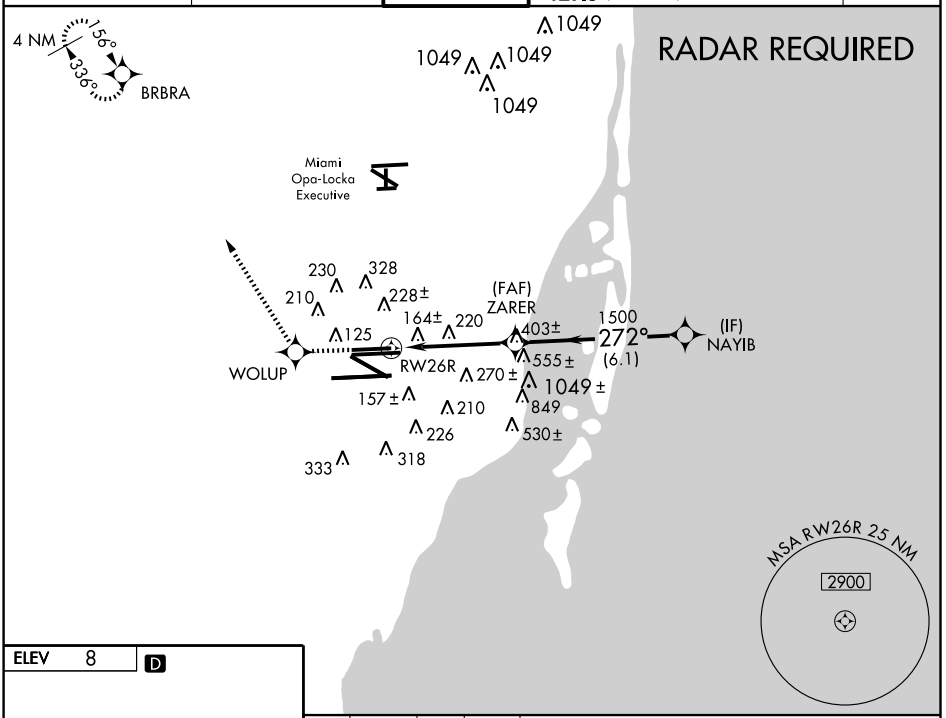
RNAV (GPS) RWY 26R

MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WOLUP and via 333° track to BRBRA and hold.

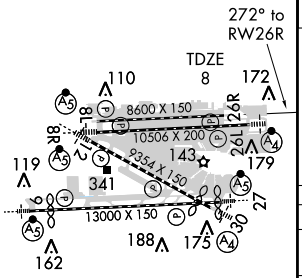
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35



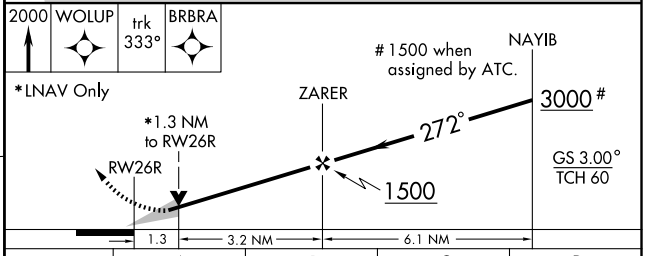
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	298-1 290 (300-1)			
LNAV/VNAV DA	460-1½ 452 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

WAAS CH 97404 W08A	APP CRS 092°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 8R

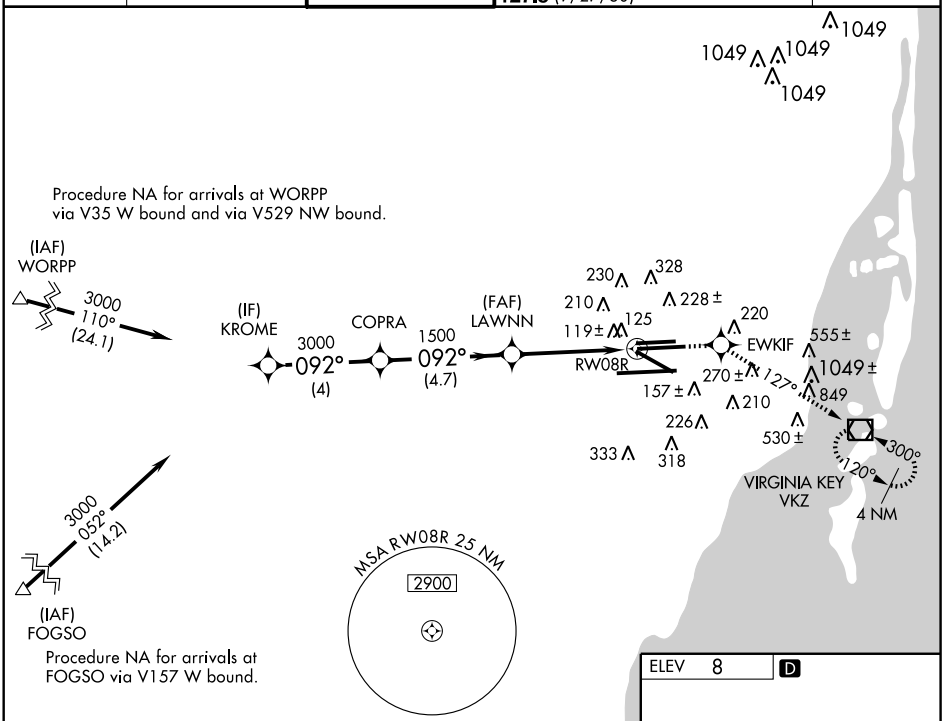
MIAMI INTL (MIA)

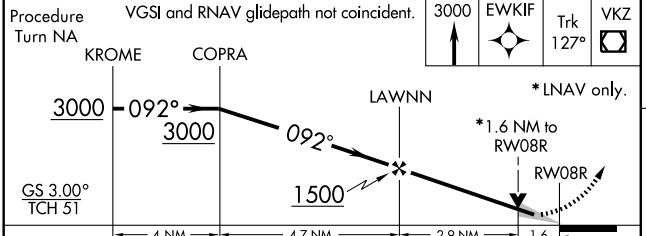
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

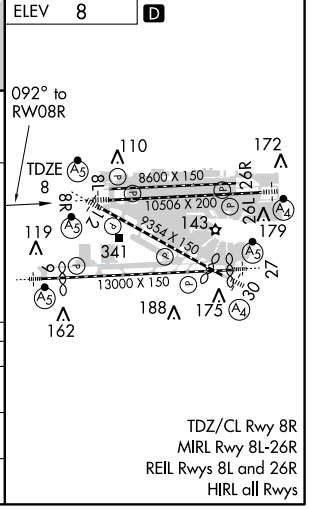
MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
LPV DA	273/24 265 (300-½)			
LNAV/VNAV DA	530/60 522 (600-1¼)			
LNAV MDA	600/24 592 (600-½)		600/50 592 (600-1)	600/60 592 (600-1¼)



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

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SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8579
CH 61204	124°	TDZE	8
W12A		Apt Elev	8

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

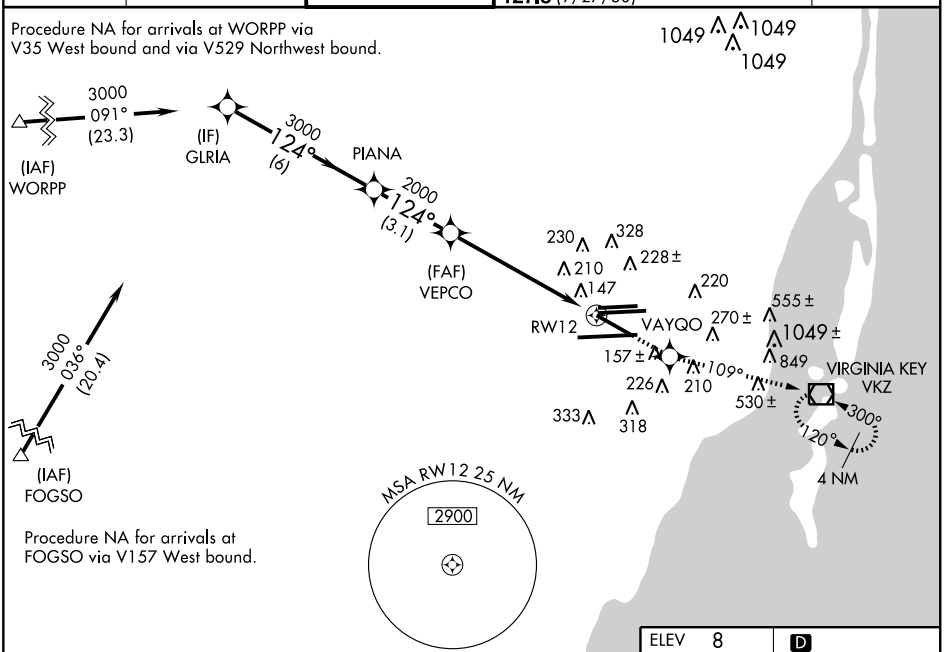
V For inoperative MALSR, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

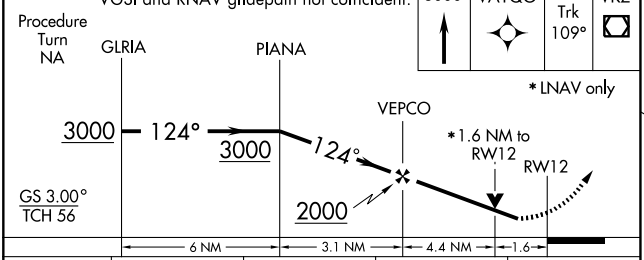
Procedure NA for arrivals at WORPP via V35 West bound and via V529 Northwest bound.



Procedure NA for arrivals at FOGSO via V157 West bound.

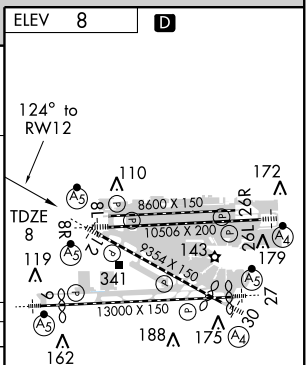
VGSI and RNAV glidepath not coincident.

3000	VAYQO	Trk 109°	VKZ



* LNAV only

CATEGORY	A	B	C	D
LPV DA	390/40 382 (400-¾)			
LNAV/VNAV DA	506/60 498 (500-1¼)			
LNAV MDA	600/40 592 (600-¾)		600/50 592 (600-1)	600/60 592 (600-1¼)



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10506
CH 81905	272°	TDZE	8
W26A		Apt Elev	8

RNAV (GPS) Z RWY 26L

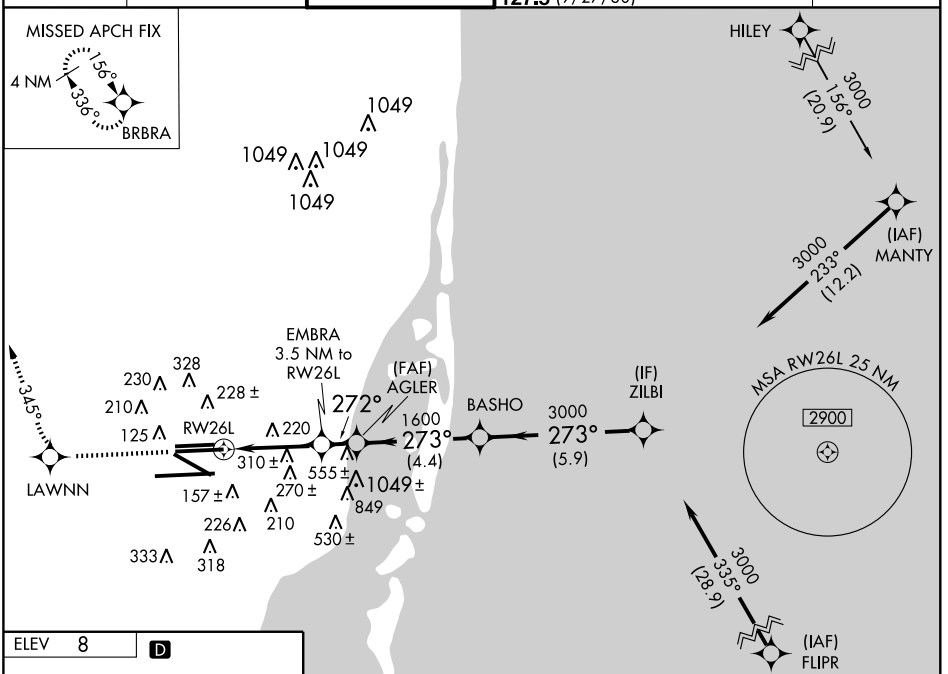
MIAMI INTL (MIA)

V W For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSF

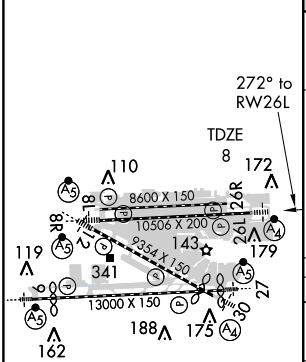
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



SE-3, 23 SEP 2010 to 21 OCT 2010

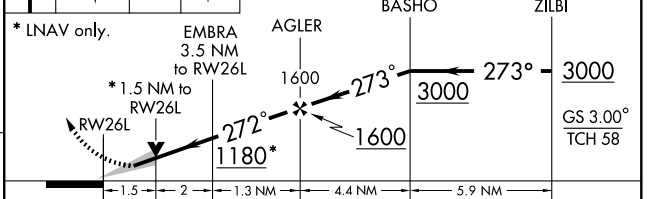
SE-3, 23 SEP 2010 to 21 OCT 2010



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

2000	LAWNN	Trk 345°	BRBRA

Procedure VGSI and RNAV glidepath not coincident. Turn NA



CATEGORY	A	B	C	D
LPV DA	325/24 317 (400-½)			
LNAV/VNAV DA	450/50 442 (500-1)			
LNAV MDA	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

WAAS	APP CRS	Rwy Idg	12747
CH 40205	272°	TDZE	8
W27A		Apt Elev	8

RNAV (GPS) Z RWY 27

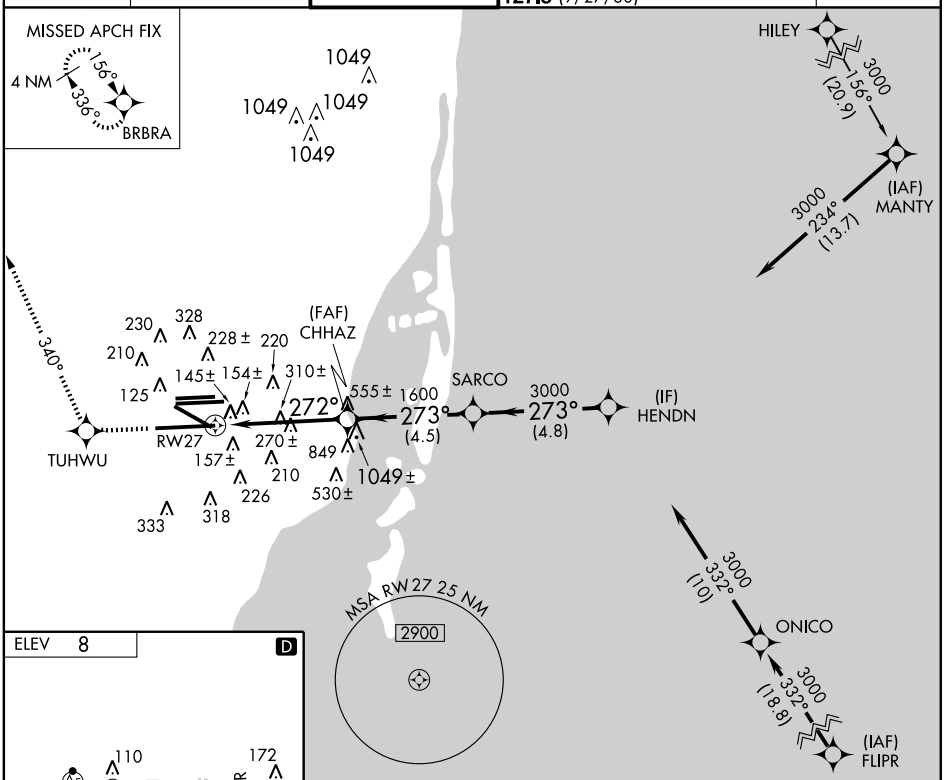
MIAMI INTL (MIA)

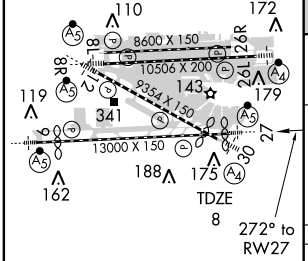
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV and LNAV Cat. E visibility ½ mile.

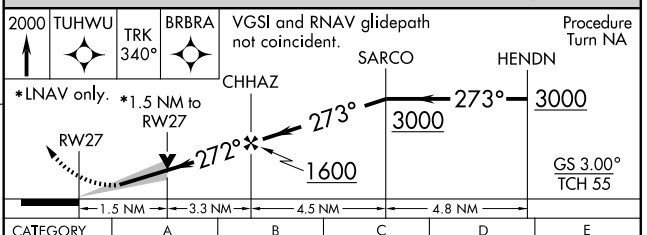
MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via 340° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35







CATEGORY	A	B	C	D	E
LPV DA	312/24 304 (400-½)				
LNAV/VNAV DA	470/50 462 (500-1)				
LNAV MDA	560/24 552 (600-½)	560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)	

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Z RWY 30

MIAMI INTL (MIA)

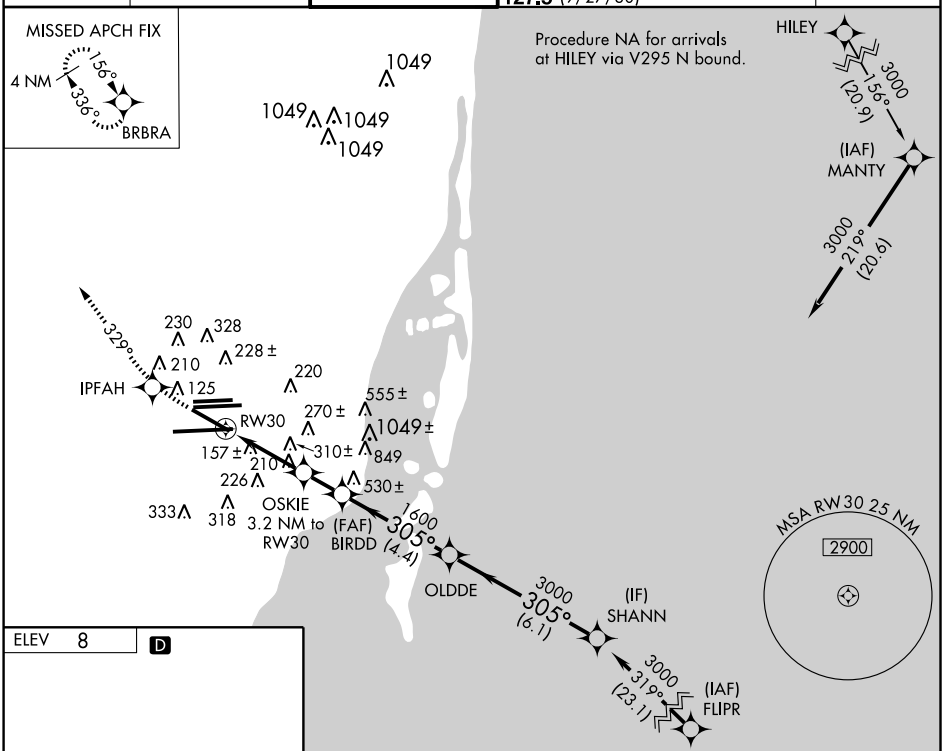
WAAS	APP CRS	Rwy Idg	7911
CH 40105	305°	TDZE	8
W30A		Apt Elev	8

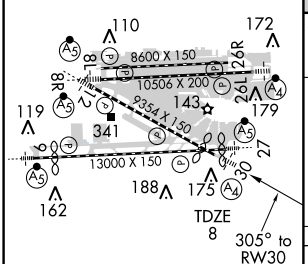
T W Inoperative table does not apply to LNAV Cat C and D. DME/DME RNP-0.3 NA

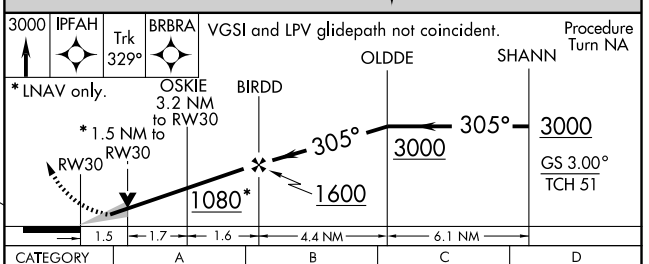
MALS (A)

MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35







CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	10506
092°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 8R

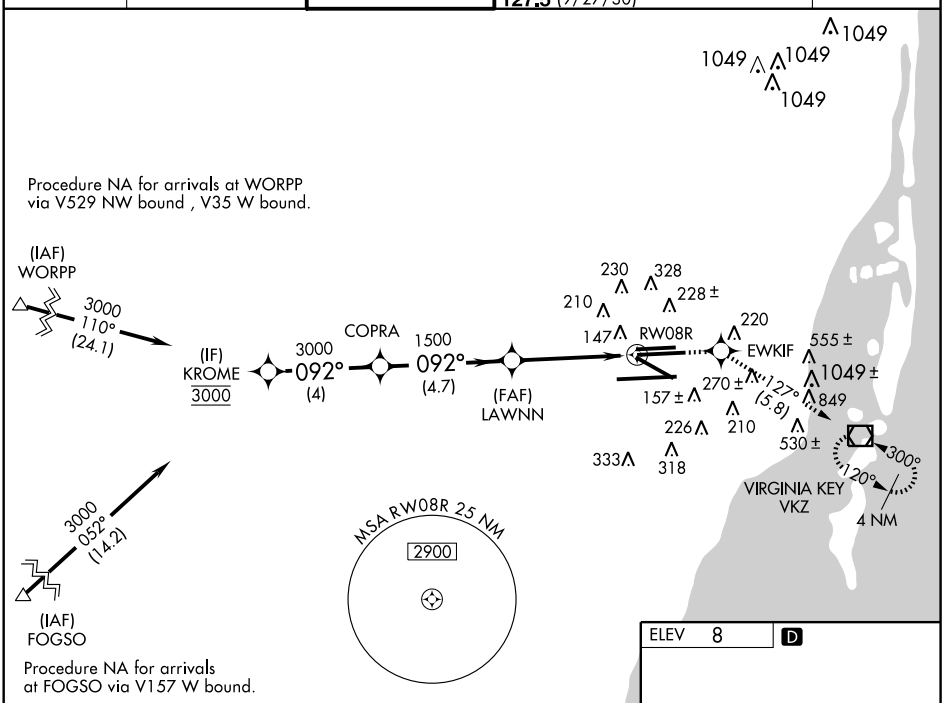
MIAMI INTL (MIA)

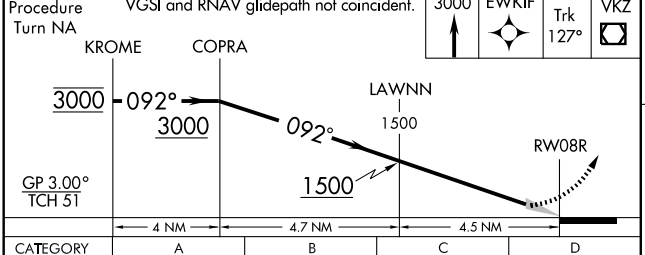
For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½.
NA For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F). GPS Required.
* RNP 0.11 missed approach requires minimum climb of 330 feet per NM to 600.

MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

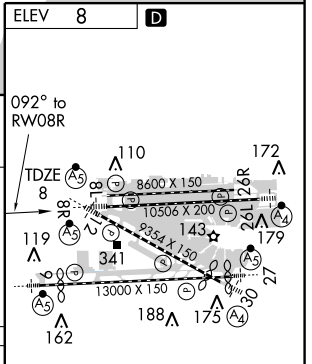
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
RNP 0.11 DA*	354/32 346 (400-⅝)			
RNP 0.30 DA	458/50 450 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Y RWY 12

MIAMI INTL (MIA)

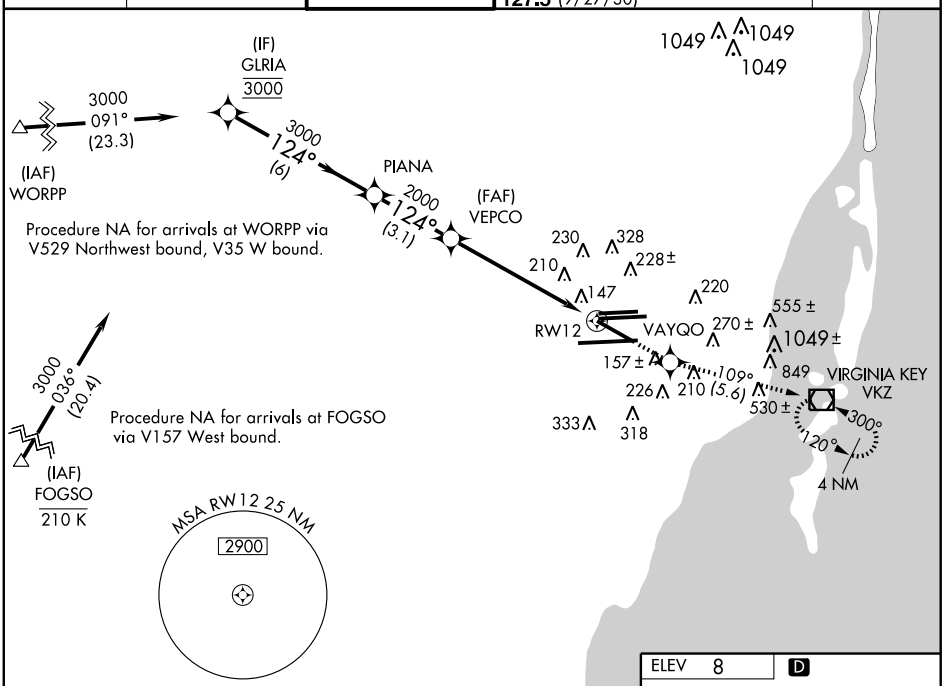
APP CRS	Rwy Idg	8579
124°	TDZE	8
	Apt Elev	8

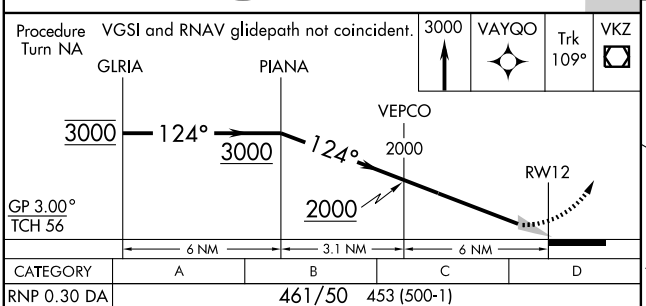
GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

MALSR

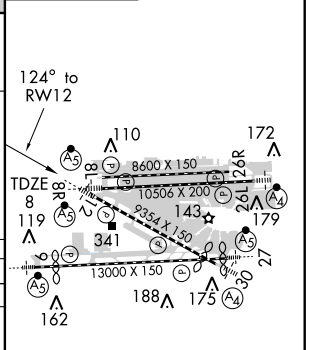
MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
RNP 0.30 DA	461/50	453 (500-1)		



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	10506
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 26L

MIAMI INTL (MIA)

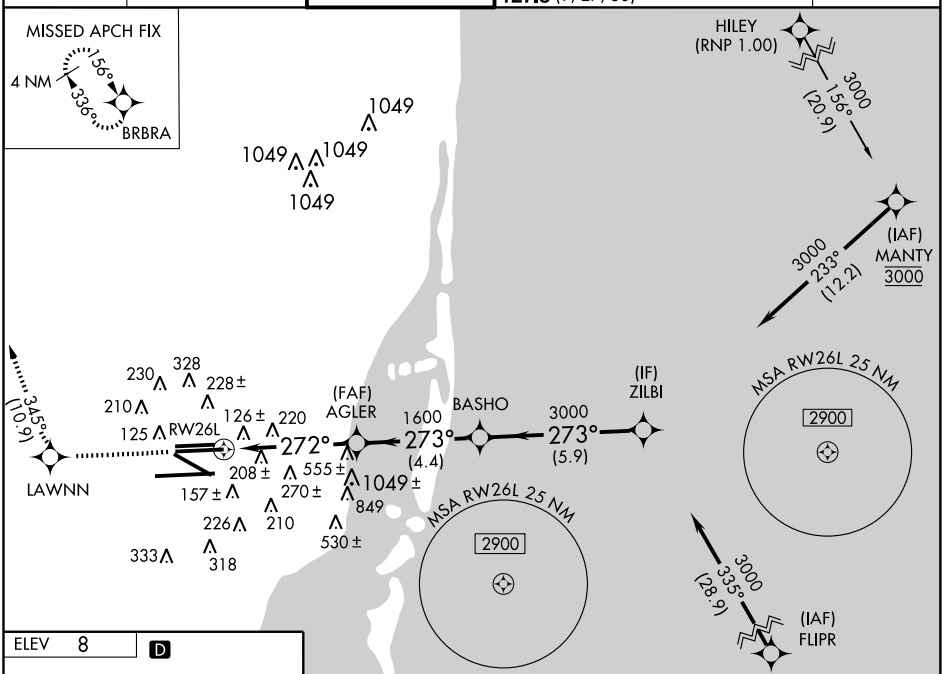
GPS Required. For inoperative MALSF, increase RNP 0.20 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 2. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

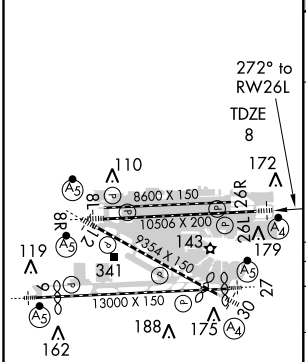
NA

MALSF

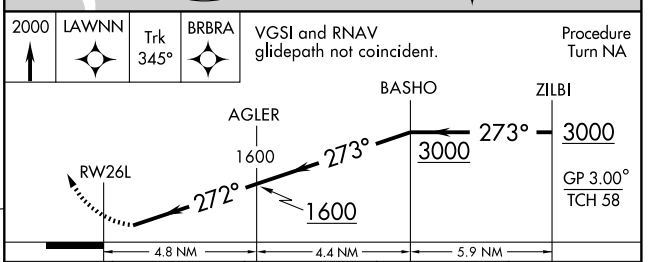
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.20 DA	407/50 399 (400-1)			
RNP 0.30 DA	564-1¾ 556 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Y RWY 27

MIAMI INTL (MIA)

APP CRS	Rwy Idg	12747
272°	TDZE	8
	Apt Elev	8

GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats. visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via track 340° to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

HILEY 3000 156° (20.9) (IAF) MANTY 3000

3000 234° (13.7)

2000 340° (12.1) TUHWU

RW27 (FAF) CHHAZ 1600 272° (4.5) SARCO 3000 273° (4.8) (IF) HENDN

272° (4.8)

3000 332° (10) ONICO 3000

3000 332° (11.8) (IAF) FLIPR

MSA RW27 25 NM 2900

ELEV 8 D

8600 X 150

10506 X 200

9354 X 150

13000 X 150

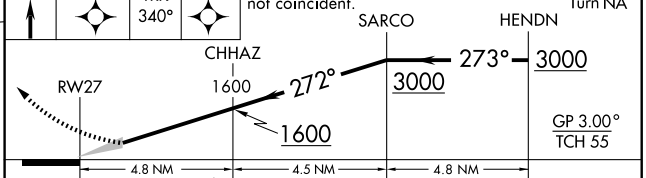
TDZE 8

272° to RW27

2000	TUHWU	TRK 340°	BRBRA

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D	E
RNP 0.30 DA	455/50 447 (500-1)				

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Y RWY 30

MIAMI INTL (MIA)

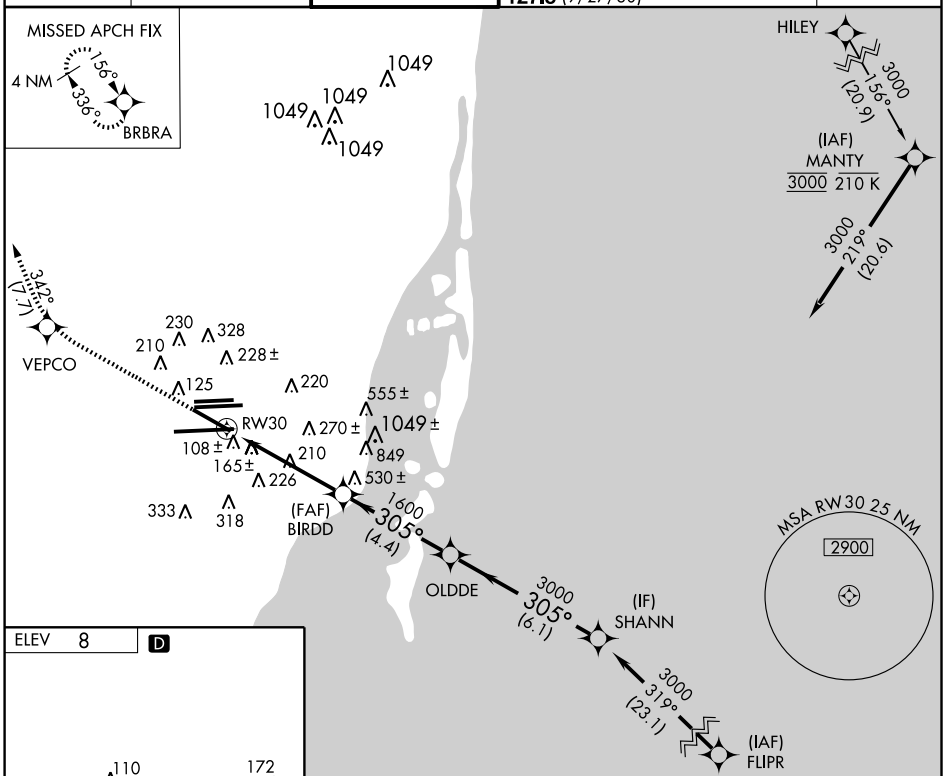
APP CRS	Rwy Idg	7911
305°	TDZE	8
	Apt Elev	8

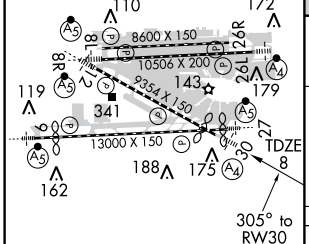
For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALS

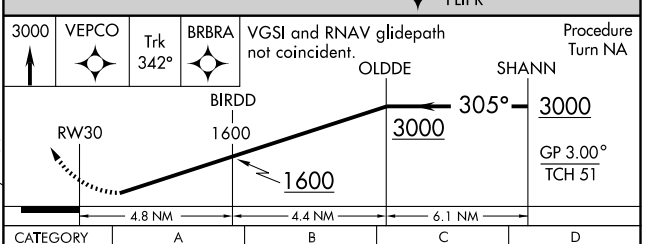
MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.23 DA	426-1¼ 418 (500-1¼)			
RNP 0.30 DA	521-1½ 513 (600-1½)			

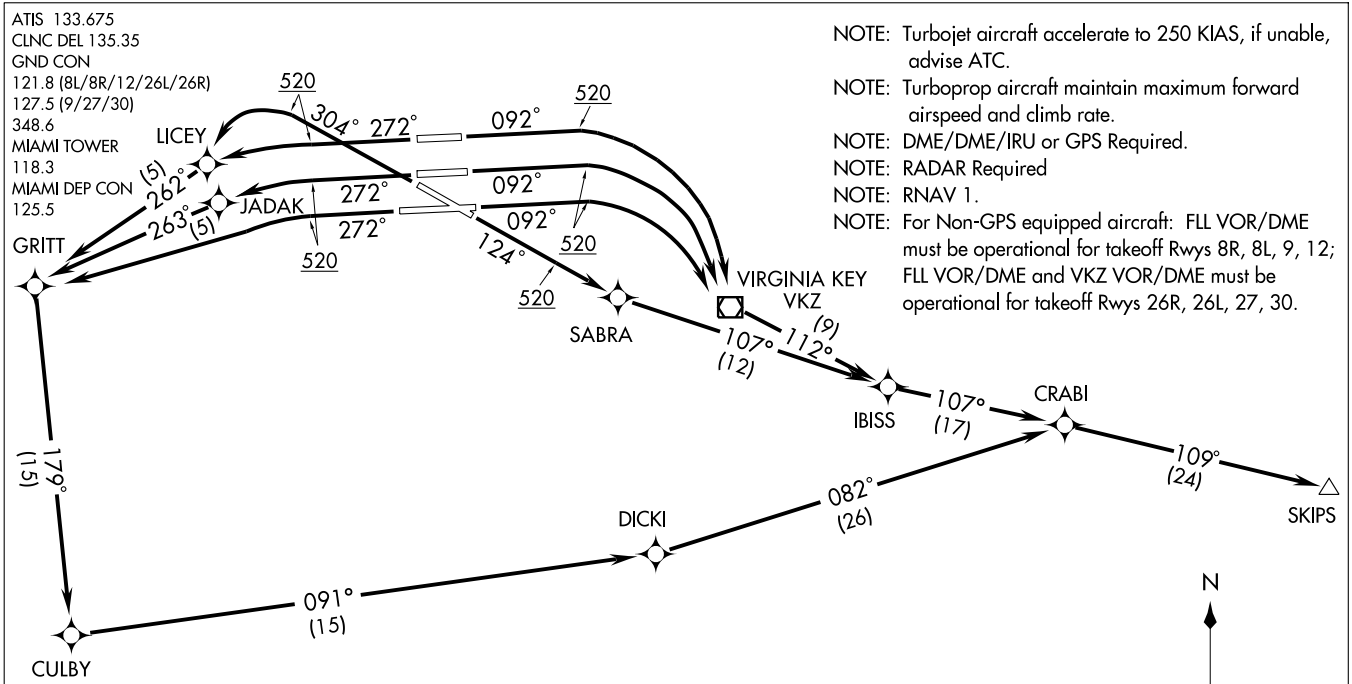
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SKIPS ONE DEPARTURE (RNAV)

(SKIPS1.SKIPS) 09183

MIAMI, FLORIDA
MIAMI INTL (MIA)



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(SKIPS1.SKIPS) 09183

SKIPS ONE DEPARTURE (RNAV)

SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

SOUBY FOUR DEPARTURE (SOUBY4.SOUBY) 09183

MIAMI, FLORIDA
MIAMI INTL (MIA)

(NARRATIVE ON FOLLOWING PAGE)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5

DOLPHIN
113.9 DHP
Chan 86
N25°48.00′ - W80°20.94′

SOUBY
N25°46.59′
W80°11.14′

VIRGINIA KEY
117.1 VKZ
Chan 118
N25°45.11′
W80°09.27′

BIMINI
116.7 ZBV
Chan 114

N

V3

A509

R-315

103°

9

R-103

135°

3000
151°
(36)

BR53V

4000
108°
(49)

135°

R-165

29

R-241

R-177

9

3000
195°
(50)

MNATE
N24°58.76′
W80°31.44′
L-23

EONNS
N25°17.80′
W79°59.21′
L-23, H-8

SKIPS
N25°33.23′
W79°16.46′
L-23, H-8

NOTE: Unless otherwise instructed, continue heading 135° after VKZ VOR/DME until ATC issues vectors to appropriate transition.

TAKE-OFF MINIMUMS:
Rwys 8R, 9, 12: Standard with minimum climb of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.
DEPARTURE PROCEDURE OBSTACLE:
Rwys 8R, 9, 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W

SPECIAL INSTRUCTIONS
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

(SOUBY4.SOUBY) 09183
SOUBY FOUR DEPARTURE
SL-257 (FAA)
MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence....
TAKE-OFF RUNWAY 12: Turn left. Thence....
....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

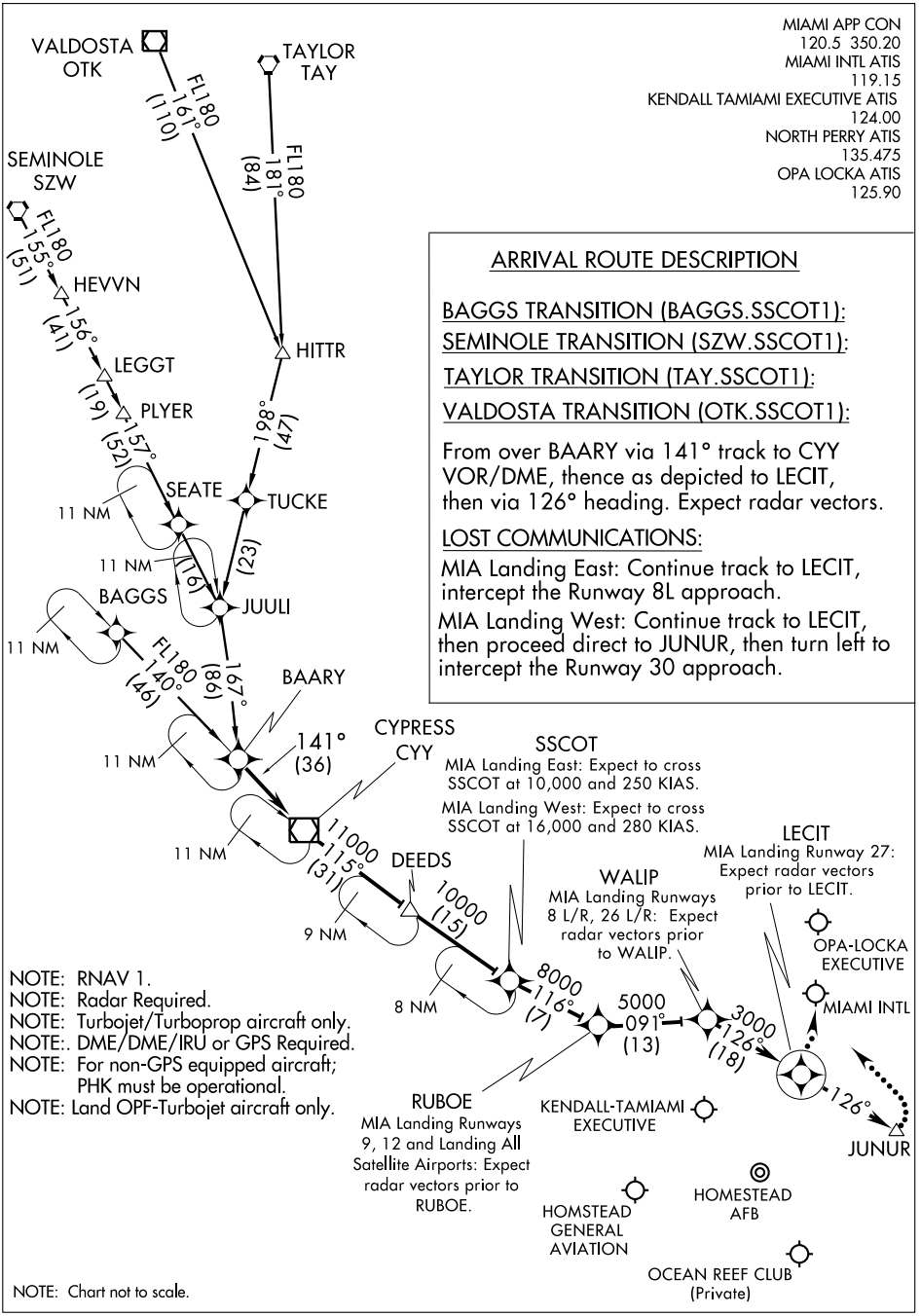
EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

VALLY ONE DEPARTURE (RNAV)

(VALLY1.VALLY) 09183

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

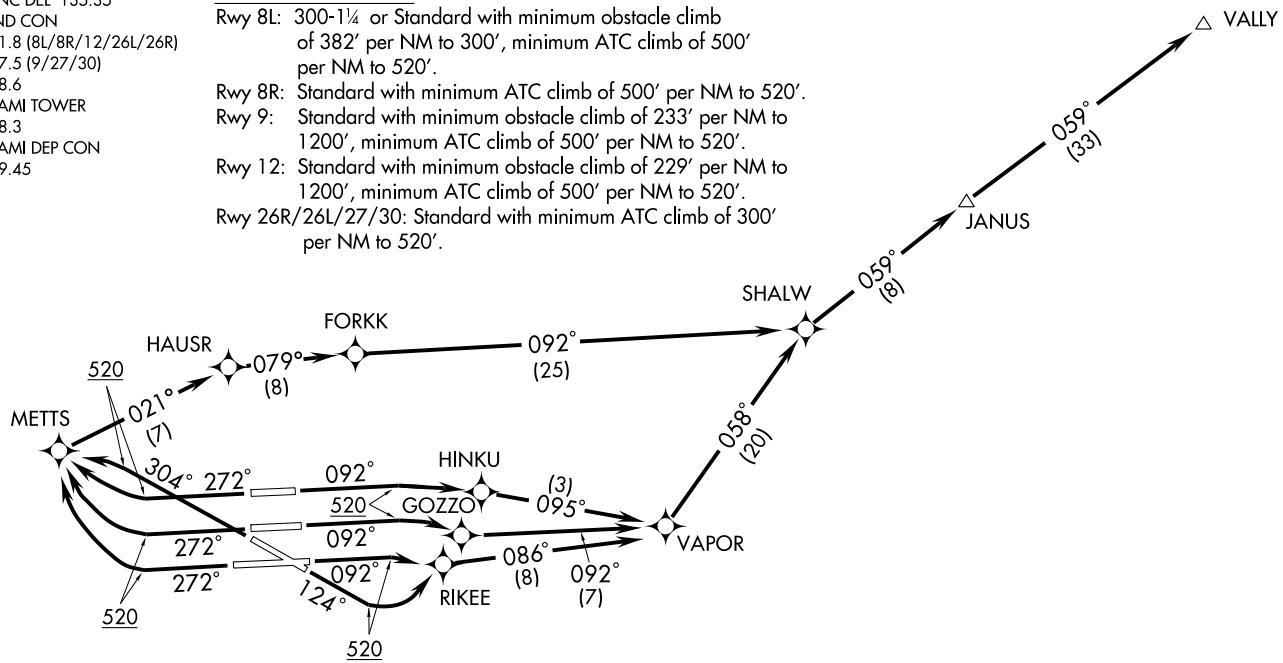
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

MIAMI, FLORIDA
MIAMI INTL (MIA)

VALLY ONE DEPARTURE (RNAV)
(VALLY1.VALLY) 09183

MIAMI, FLORIDA
MIAMI INTL (MIA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

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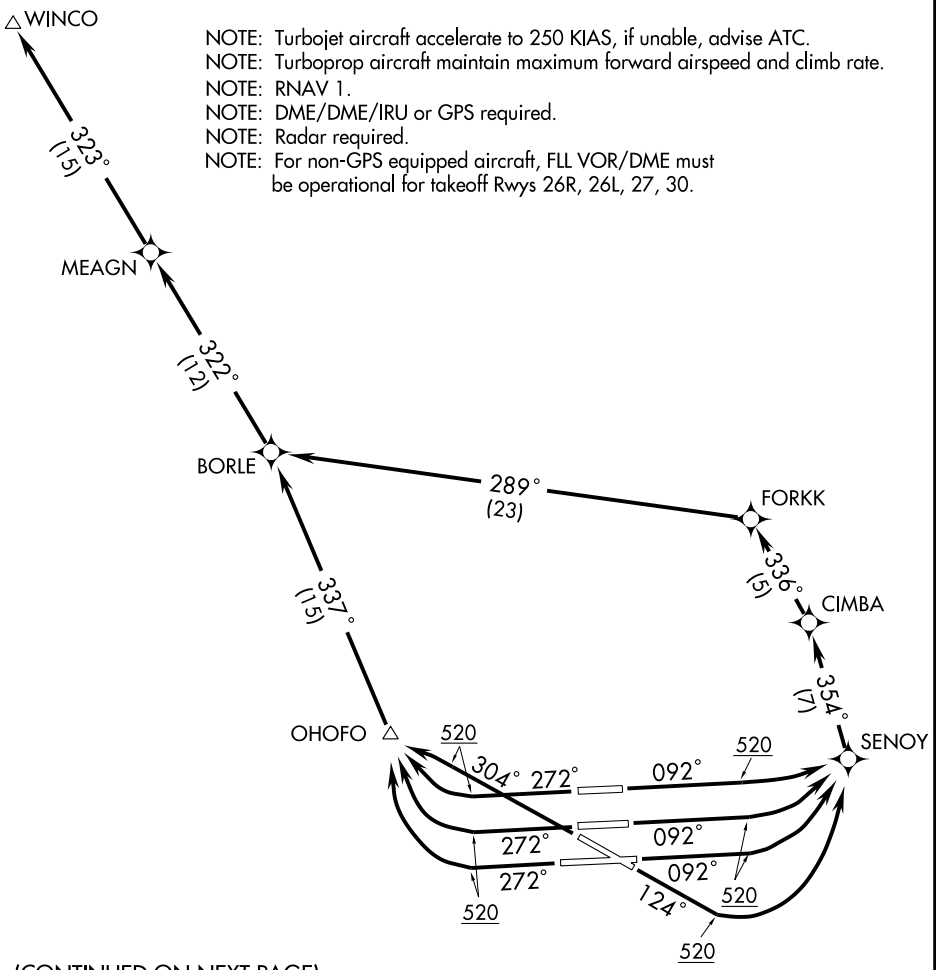
WINCO ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

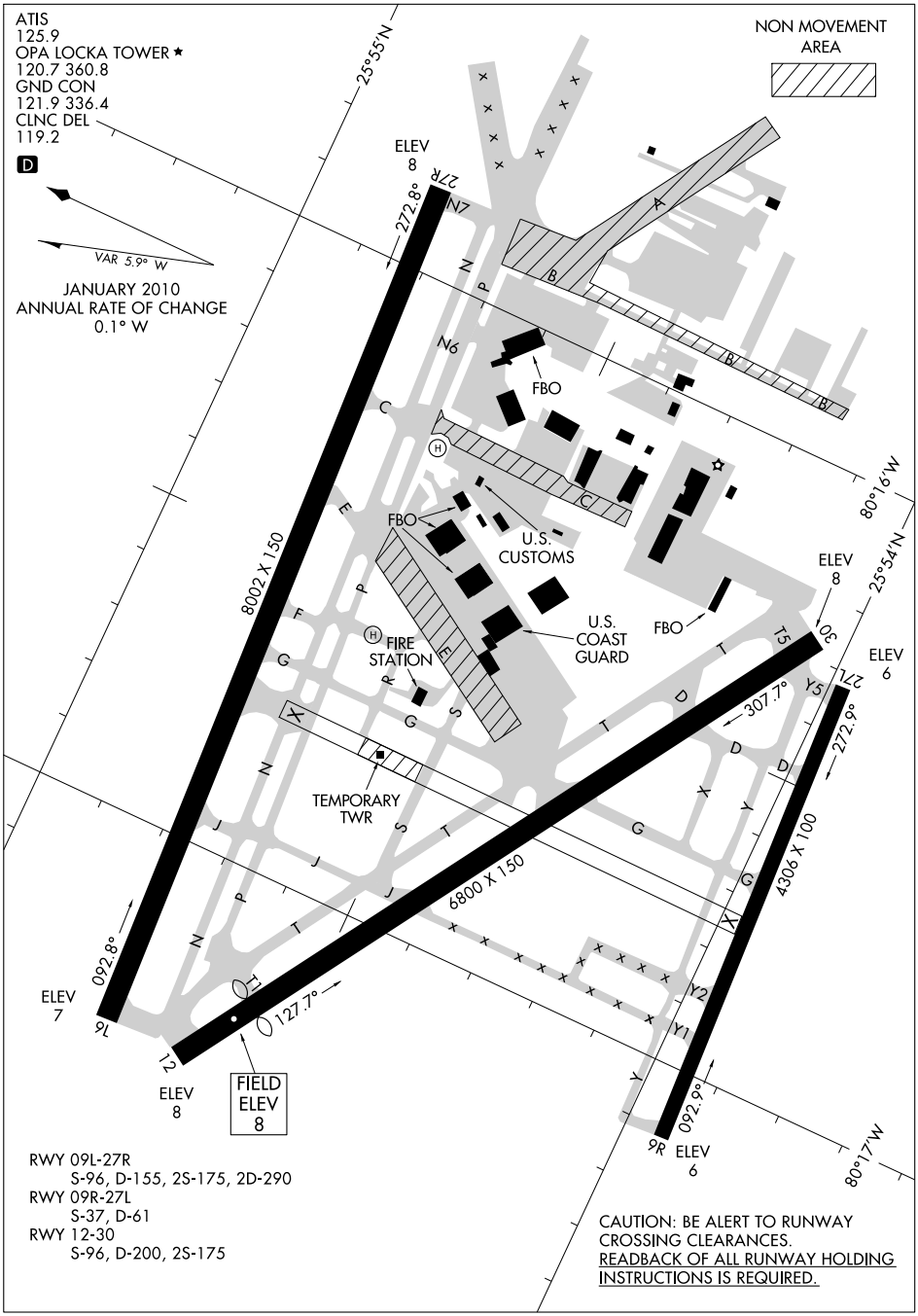
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

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SE-3, 23 SEP 2010 to 21 OCT 2010

OPA–LOCKA EXECUTIVE (OPF) 10 N UTC−5(−4DT) N25°54.42′ W80°16.70′ **MIAMI**

8 B S4 **FUEL** 100LL, JET A TPA—1008 (1000) LRA NOTAM FILE OPF **H–8I, L–23C, A**

RWY 09L–27R: H8002X150 (ASPH–GRVD) S–96, D–155, 2S–175, 2D–290 HIRL **IAP, AD**

RWY 09L: MALSR. VASI(V4L)—GA 3.0° TCH 52′.

RWY 27R: MALS. VASI(V4L)—GA 3.0° TCH 52′. Trees. Rgt tfc.

RWY 12–30: H6800X150 (ASPH–GRVD) S–96, D–200, 2S–175 HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 800′.

RWY 30: PAPI(P4L)—GA 3.0° TCH 50′.

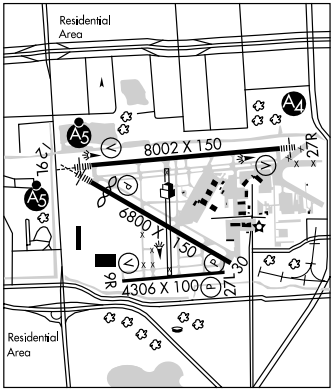
RWY 09R–27L: H4306X100 (ASPH) S–37, D–61 MIRL

RWY 09R: VASI(V4L)—GA 3.0° TCH 26′. Rgt tfc.

RWY 27L: PAPI(P4L)—GA 3.0° TCH 50′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09L:	TORA–8002	TODA–8202	ASDA–8202	LDA–8002
RWY 09R:	TORA–4306	TODA–4306	ASDA–4306	LDA–4306
RWY 12:	TORA–6800	TODA–7800	ASDA–7000	LDA–6000
RWY 27L:	TORA–4306	TODA–4306	ASDA–4306	LDA–4306
RWY 27R:	TORA–8002	TODA–8202	ASDA–8202	LDA–8002
RWY 30:	TORA–6800	TODA–7000	ASDA–7000	LDA–6800



AIRPORT REMARKS: Attended continuously. Rwy 09L–27R CLOSED SS–1200Z‡ except with 30 minutes PPR to activate rwy lgts. Birds invof arpt. Dual tfc patterns for helicopters and fixed wing acft in use Rwy 09R–27L. Banner towing invof arpt. Noise sensitive arpt. Flight training is limited to acft 40,000 pounds max gross tkf weight and blo and only between 1200–0200Z‡. Rwy 12–30 limited by arpt manager to 155,000 lbs dual wheel gear. VFR acft arriving OPA LOCKA arpt enter arpt tfc area blo 2000 ft; air tfc svc 2000 ft and abv in the OPA LOCKA arpt tfc area provided by MIAMI app con. Specific tfc patterns are published for helicopters and fixed wing tfc; compliance is mandatory. Obtain this information from twr or fixed base operator or arpt manager; or req specific tfc pattern instruction on initial ctc. Helicopters arriving and departing helipads avoid flying over parked or taxiing acft. Twy E between Twy G and Twy P, Twy C and Twy B, south of Twy P are non movement areas. When twr clsd, ACTIVATE MALSR Rwy 09L and Rwy 12 and MALS Rwy 27R, HIRL Rwy 12–30—CTAF. HIRL 09L–27R is ACTIVIATED thru arpt manager 305–869–1600 with 30 min prior notice. Flight Notification Service (ADCUS) avbl 1400–0200Z‡. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (305) 681–4063. LAWRS.

COMMUNICATIONS: CTAF 120.7 **ATIS** 125.9

Ⓡ **MIAMI APP/DEP CON** 128.6 (4000′ and below)

TOWER 120.7 118.6 (1200–0200Z‡) **GND CON** 121.9 **CLNC DEL** 119.2

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 035° 7.5 NM to fld. 10/4W. **HIWAS.**

ILS 110.5 I–OPF Rwy 09L. (LOC unmonitored when twr clsd).

ILS/DME 111.35 I–PLJ Chan 50(Y) Rwy 27R. Class IA.

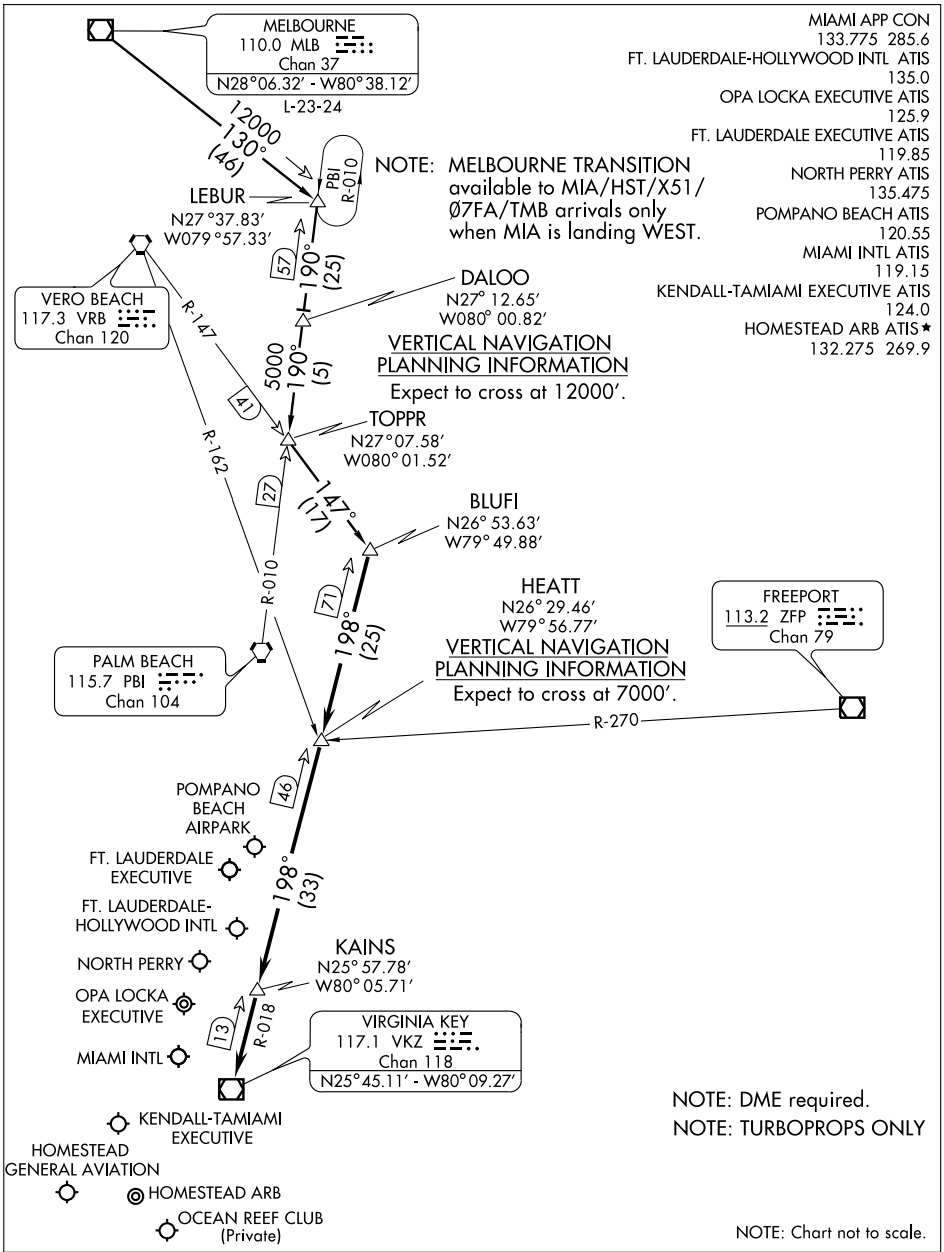
ILS/DME 111.55 I–OLX Chan 52(Y) Rwy 12.

COMM/NAV/WEATHER REMARKS: Initial ctc for Tower on 120.7 for rwy procedure and frequency assignment.

MID FLORIDA AIR SERVICE (See EUSTIS)

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

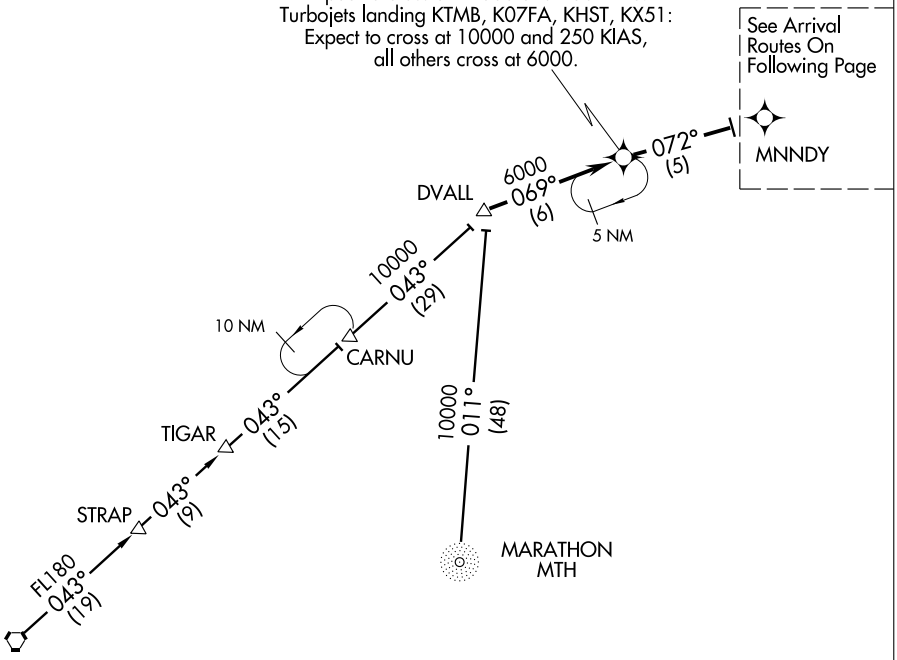
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

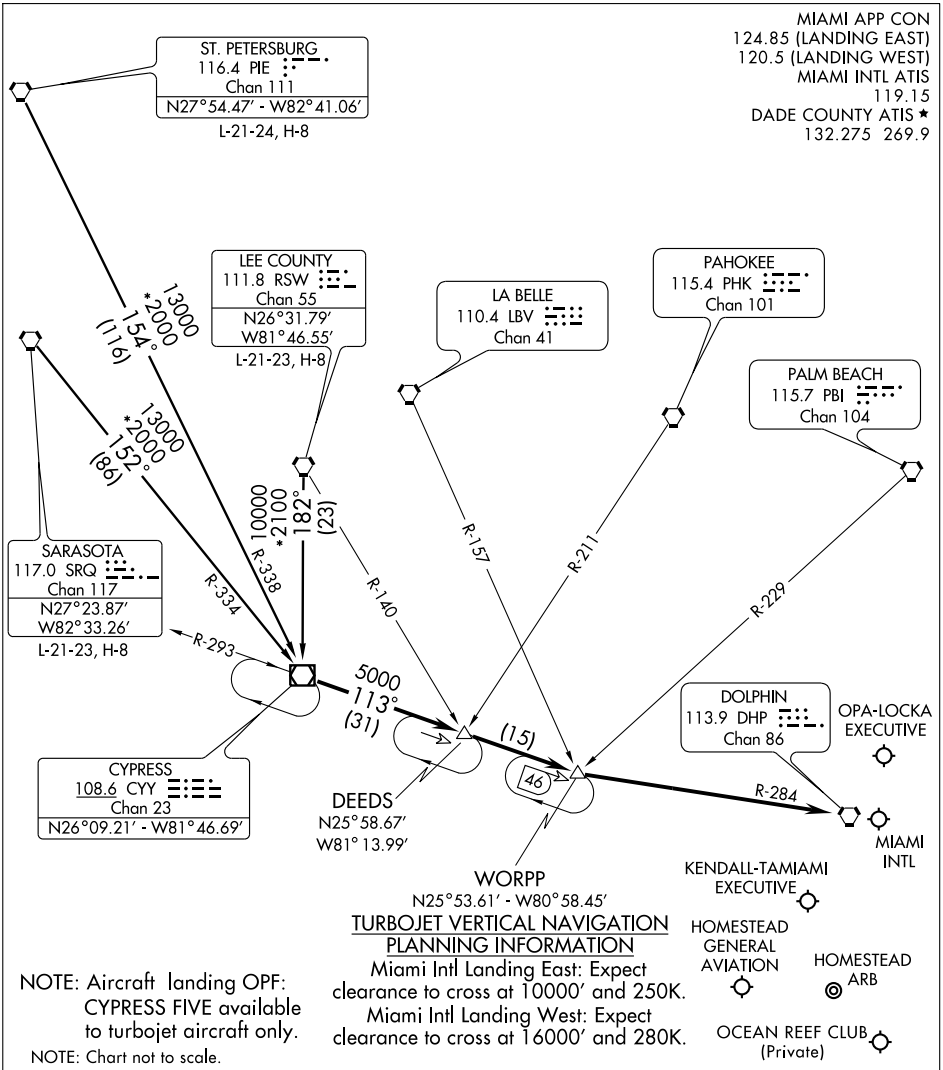
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

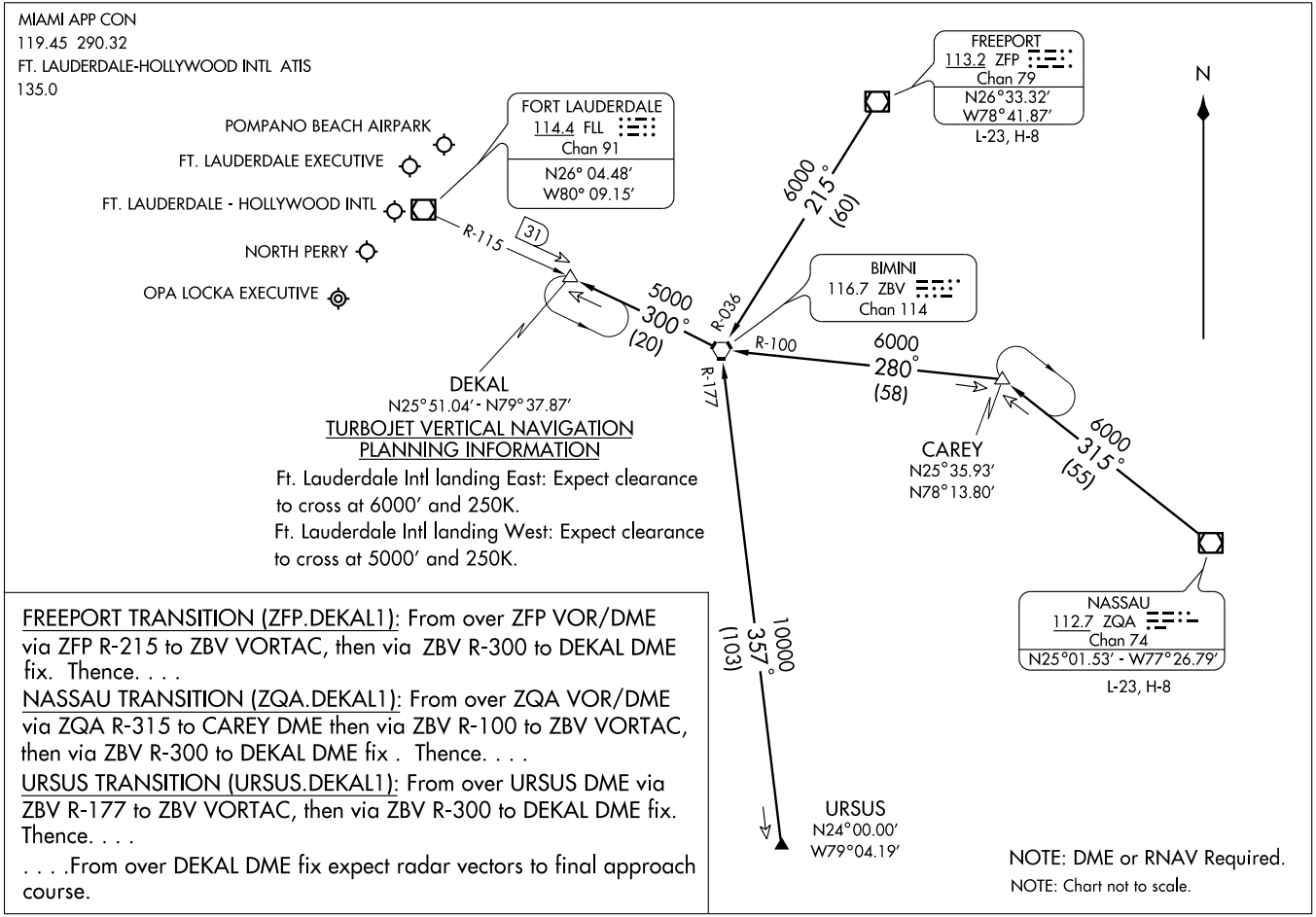
ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)



08157

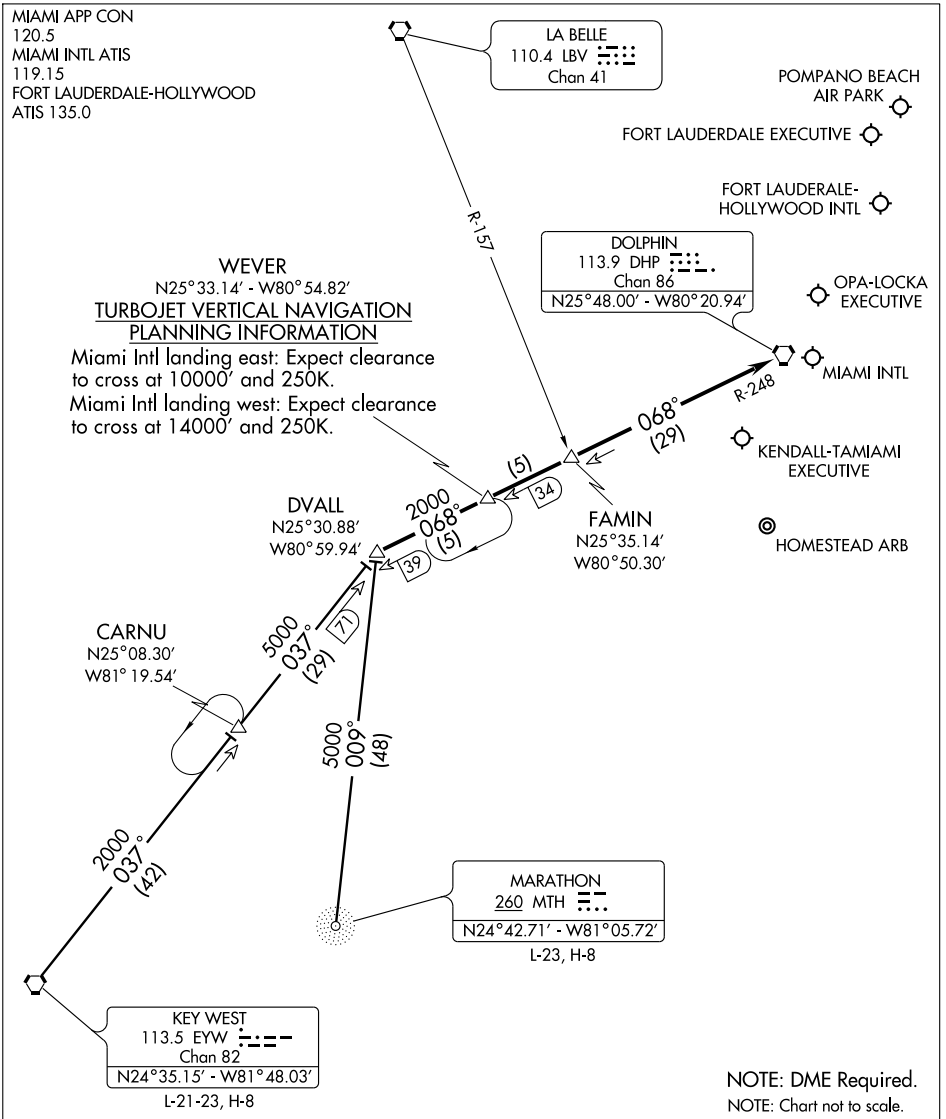
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

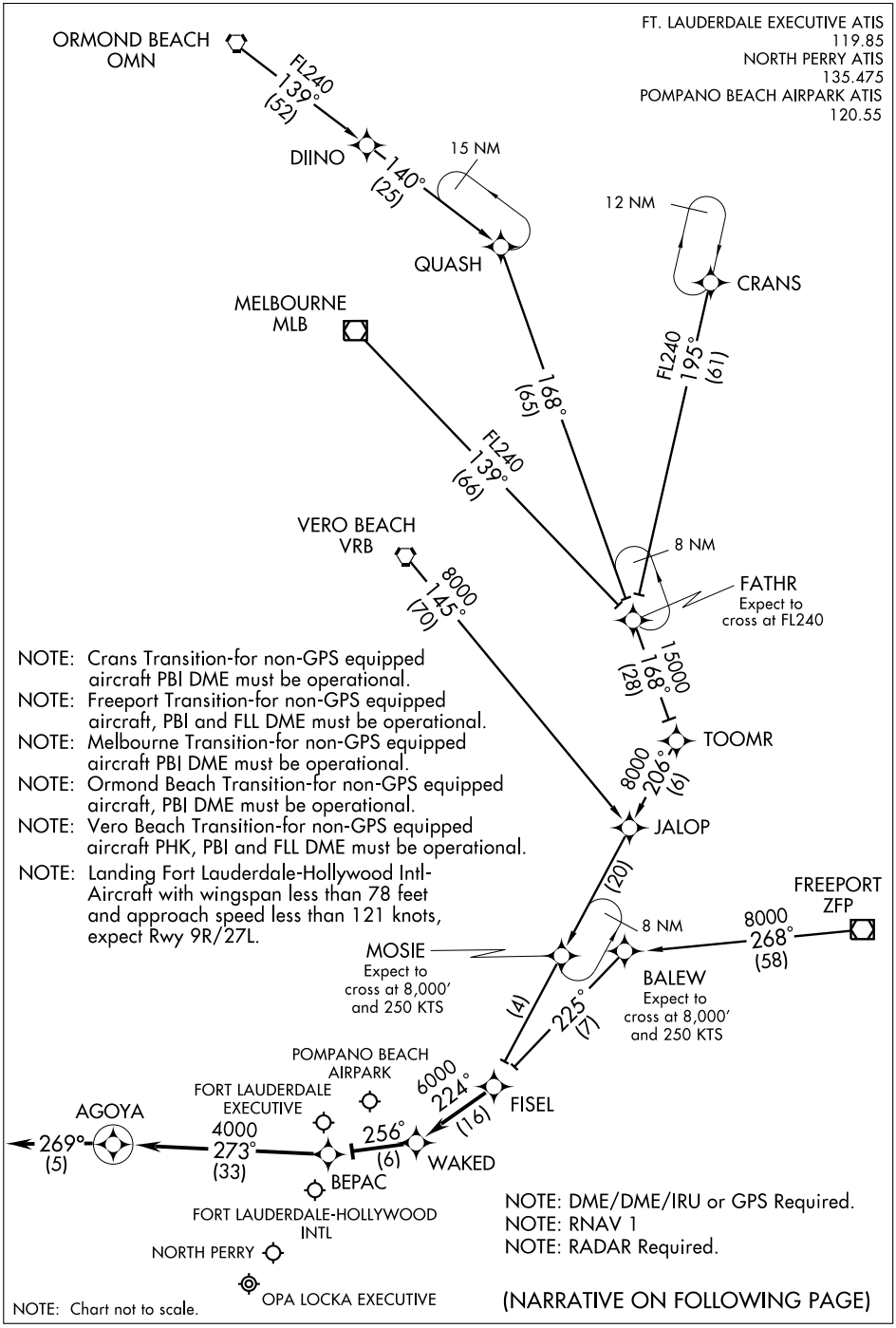
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

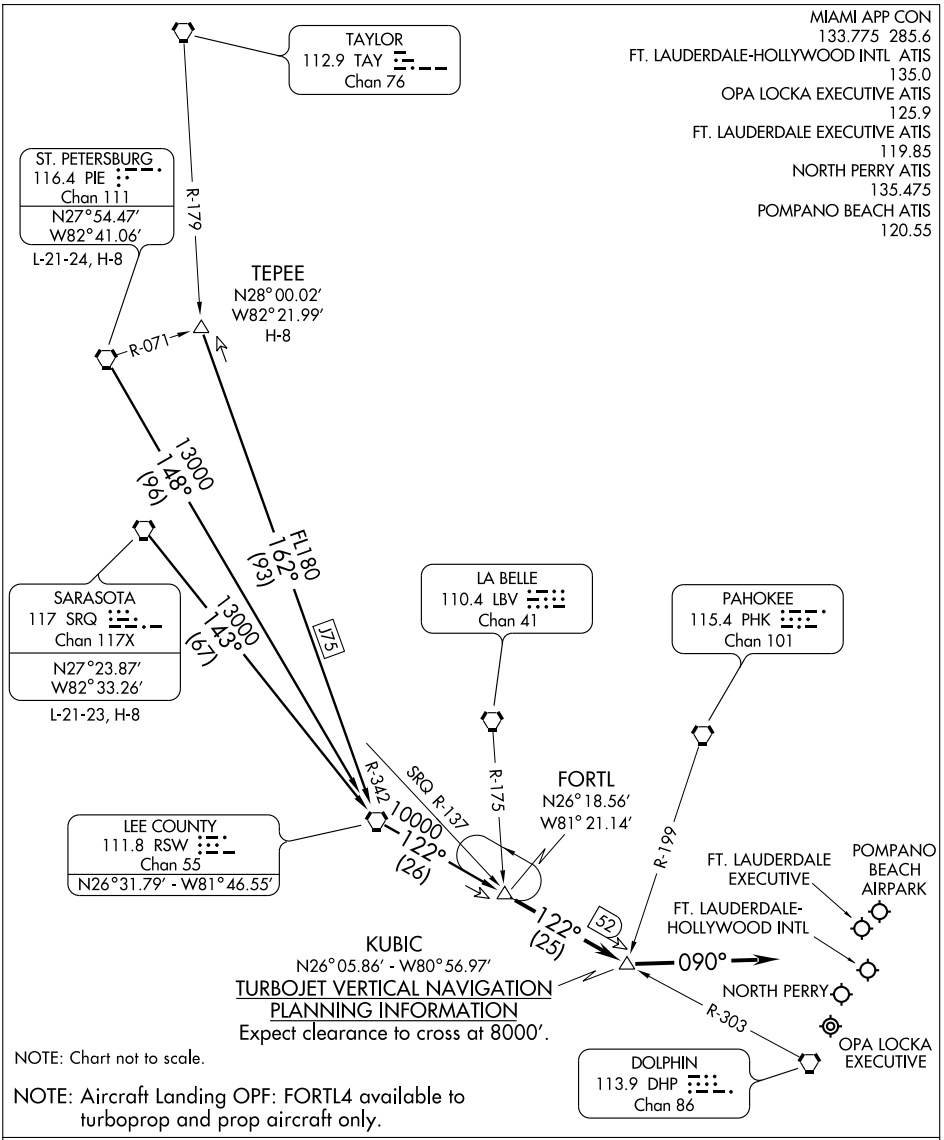
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.
Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

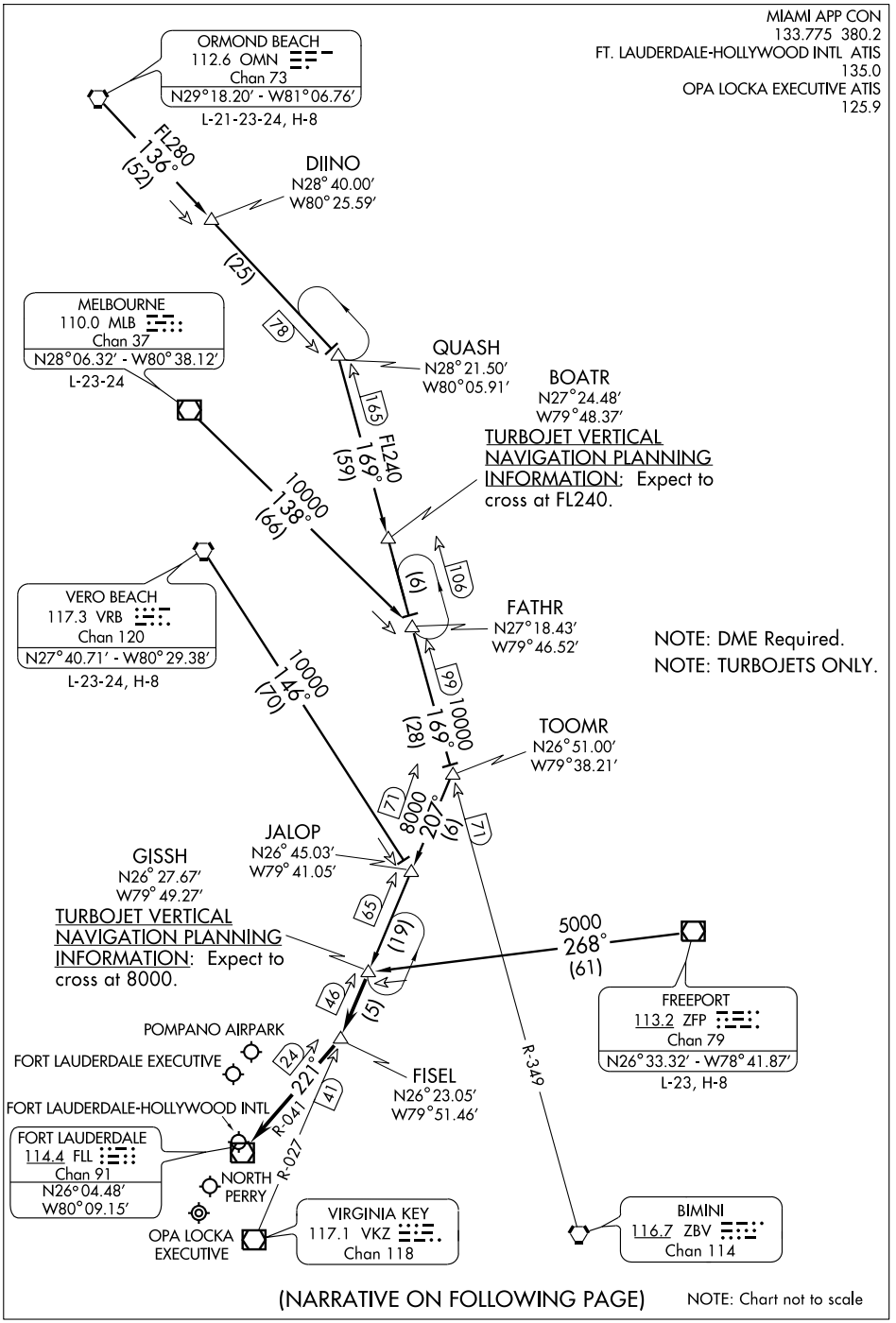
FORT LAUDERDALE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8002
089°	TDZE	8
	Apt Elev	8

GPS RWY 9L

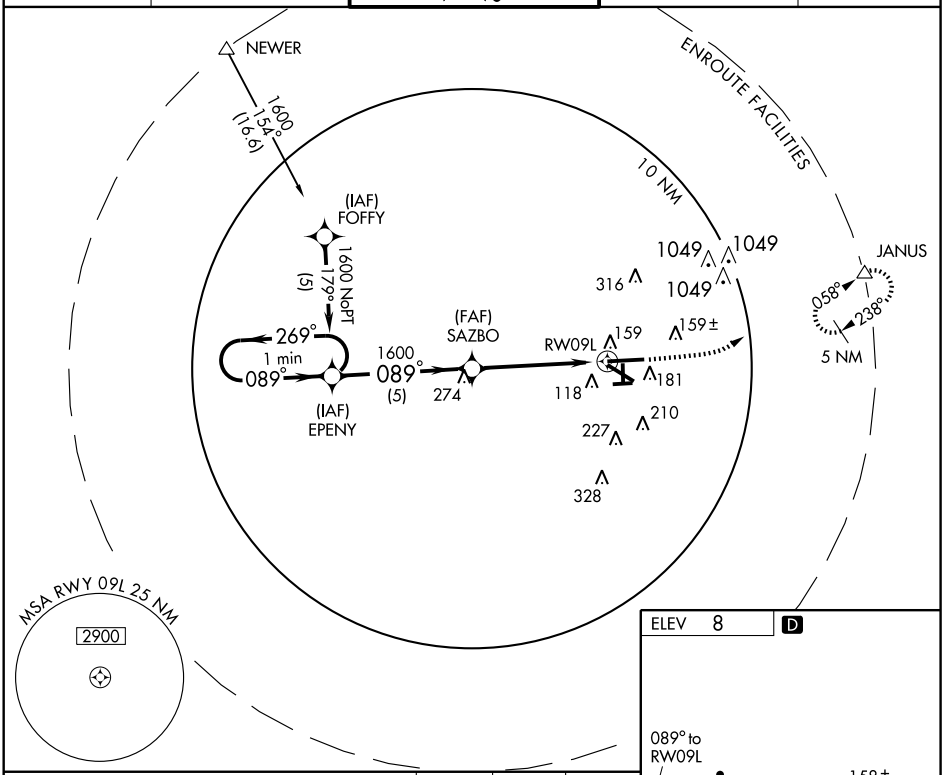
MIAMI/OPA LOCKA EXECUTIVE (OPF)

CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. For inoperative MALSR, increase S-9L Cat A/B visibility to 1 mile or S-9L Cat D visibility to 1¼. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. VDP NA when using Miami Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 then turn left direct JANUS WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2



CATEGORY	A	B	C	D
S-9L	420-¾ 412 (500-¾)			420-1 412 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8002
269°	TDZE	8
	Apt Elev	8

GPS RWY 27R

MIAMI / OPA LOCKA EXECUTIVE (OPF)

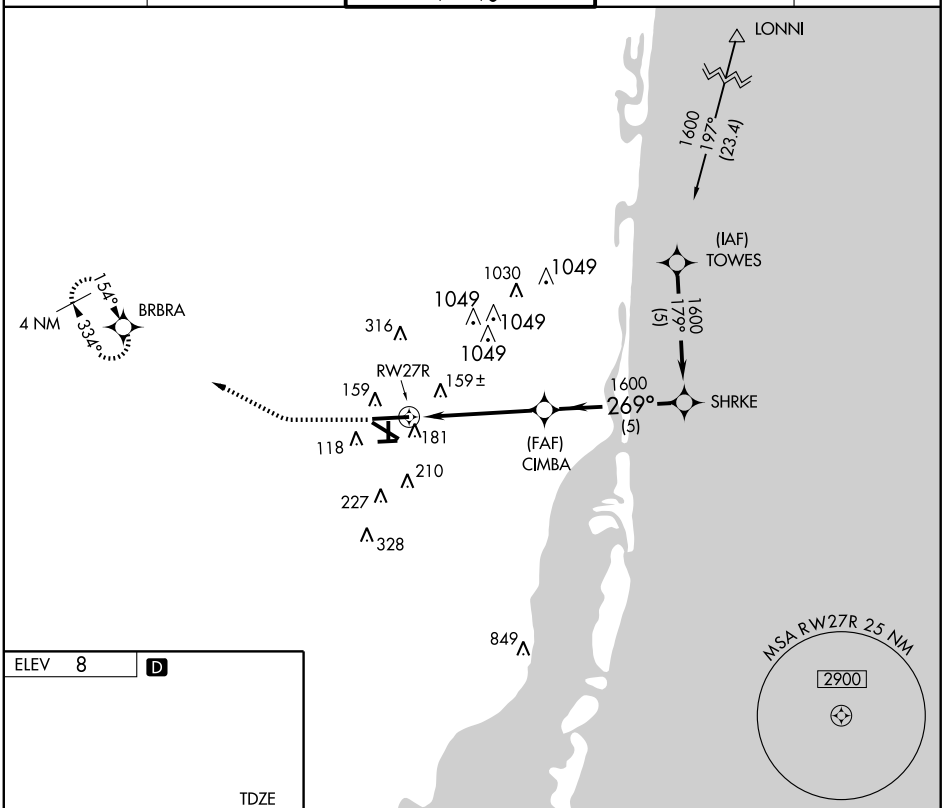
CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. Inoperative table does not apply. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

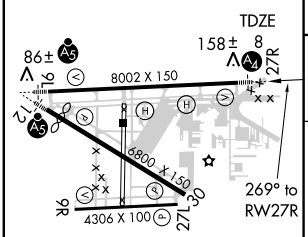
MALS

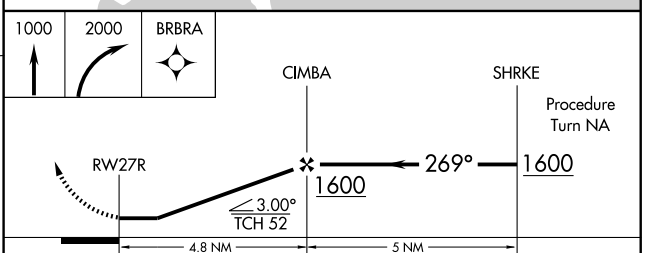
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRBRA WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2



ELEV 8 D





CATEGORY	A	B	C	D
S-27R	480-1	472 (500-1)	480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-PLJ	APP CRS	Rwy Idg	8002
111.35	269°	TDZE	8
Chan 50 (Y)		Apt Elev	8

ILS/DME RWY 27R

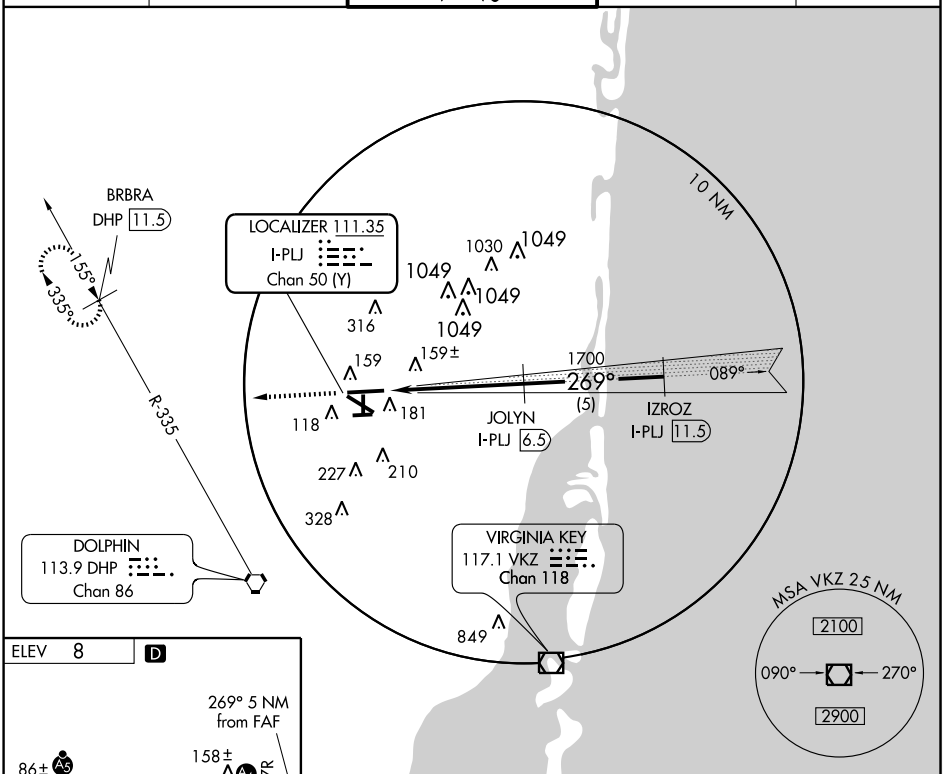
MIAMI / OPA LOCKA EXECUTIVE (OPF)

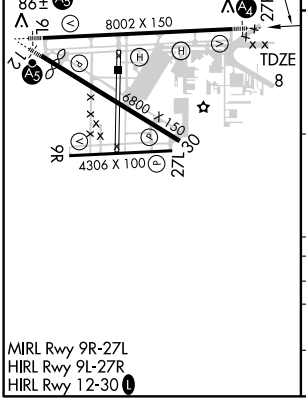
If local altimeter setting not received, use Miami Intl altimeter setting and increase all DH to 274 feet and MDAs 20 feet. RADAR Required. Inoperative table does not apply. Visibility reduction by helicopters NA. DME Required.

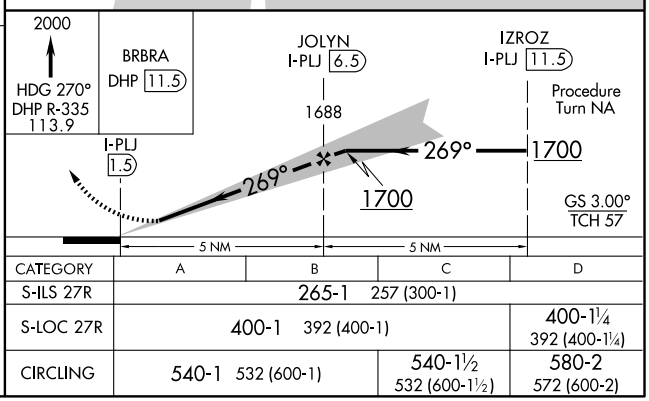
MALS

MISSED APPROACH: Climb to 2000 via heading 270° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-ILS 27R	265-1 257 (300-1)			
S-LOC 27R	400-1 392 (400-1)			400-1¼ 392 (400-1¼)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-OPF	APP CRS	Rwy Idg	8002
110.5	089°	TDZE	8
		Apt Elev	8

ILS RWY 9L

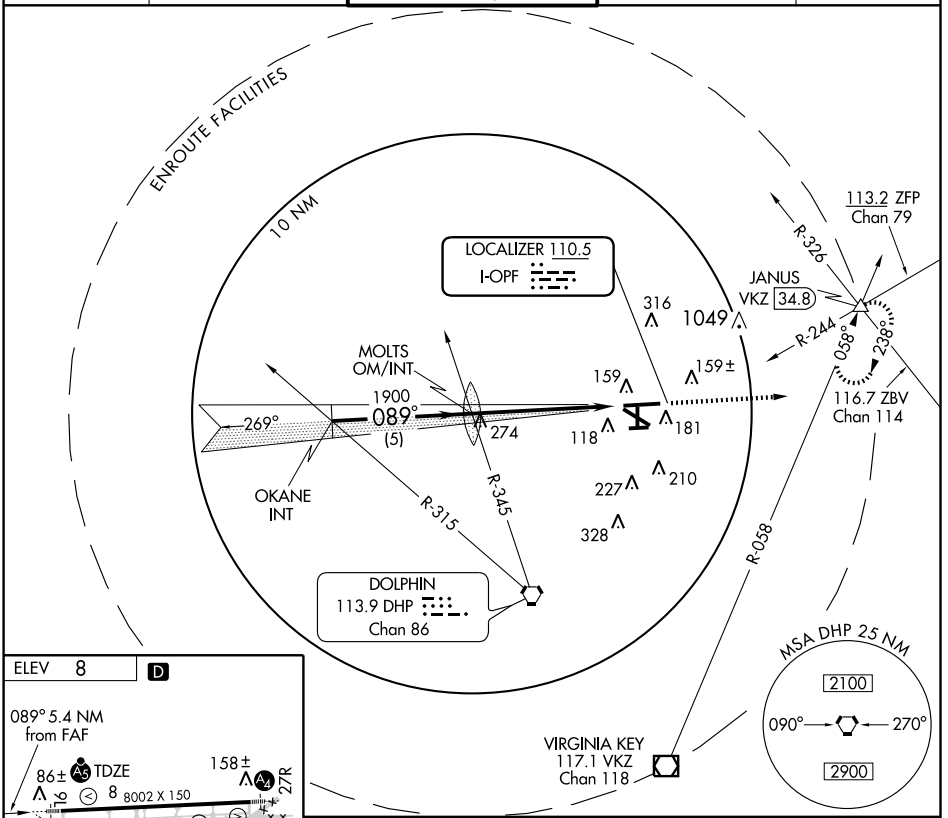
MIAMI/OPA LOCKA EXECUTIVE (OPF)

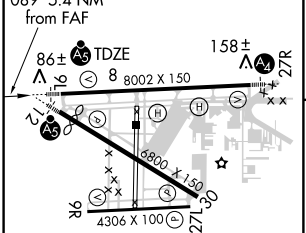
If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet.
CAUTION: Lights on highway 0.7 NM north of airport may be mistaken for runway. RADAR REQUIRED

MALSR

MISSED APPROACH: Climb to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

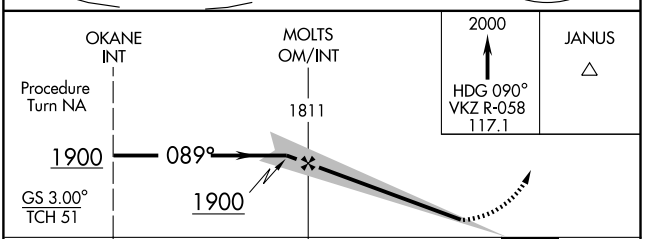
ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2





MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 9L	208-½ 200 (200-½)			
S-LOC 9L	420-1½ 412 (500-½)		420-¾ 412 (500-¾)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-OLX	APP CRS	Rwy Idg 6000
111.55	124°	TDZE 8
Chan 52 (Y)		Apt Elev 8

ILS RWY 12

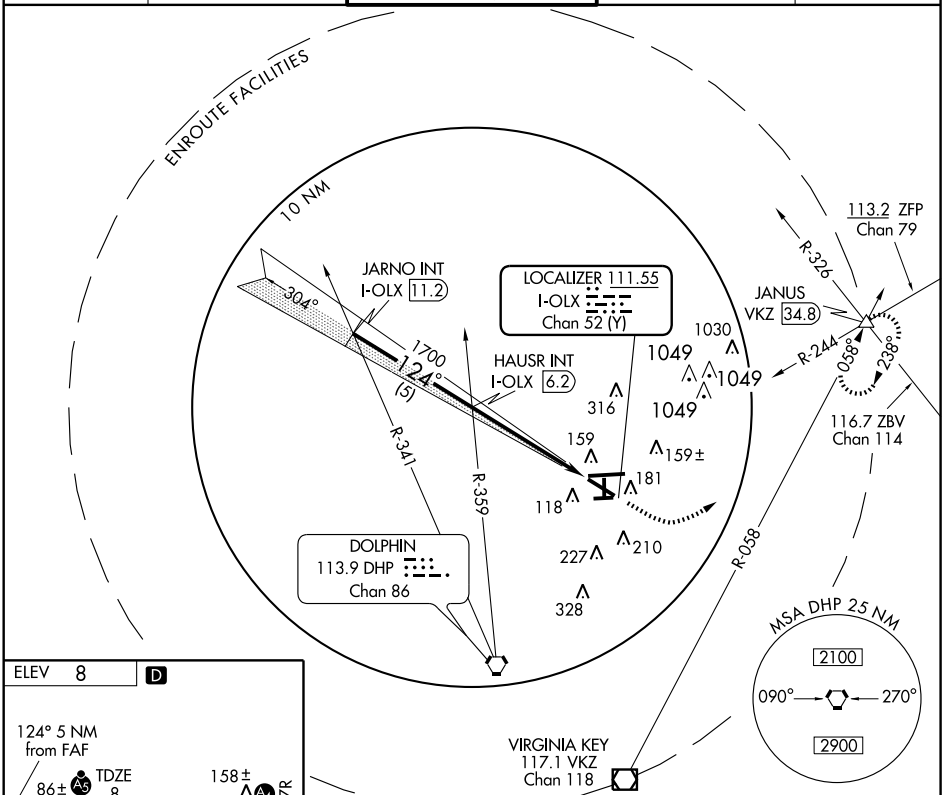
MIAMI/OPA LOCKA EXECUTIVE (OPF)

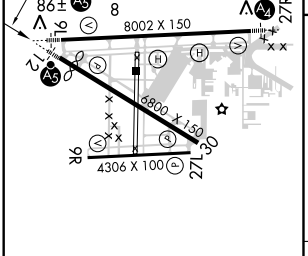
If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet. RADAR REQUIRED

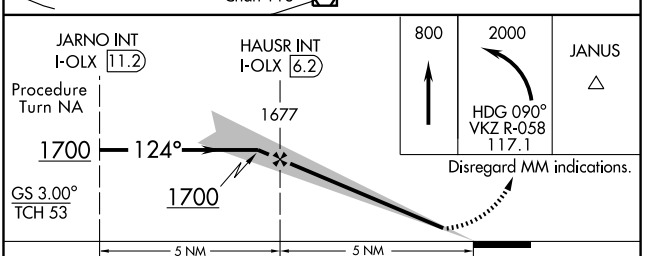
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







MIRL Rwy 9R-27L
HIRL Rwy 9L-27R
HIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 12	208-½ 200 (200-½)			
S-LOC 12	500-½ 492 (500-½)		500-¾ 492 (500-¾)	500-1 492 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60

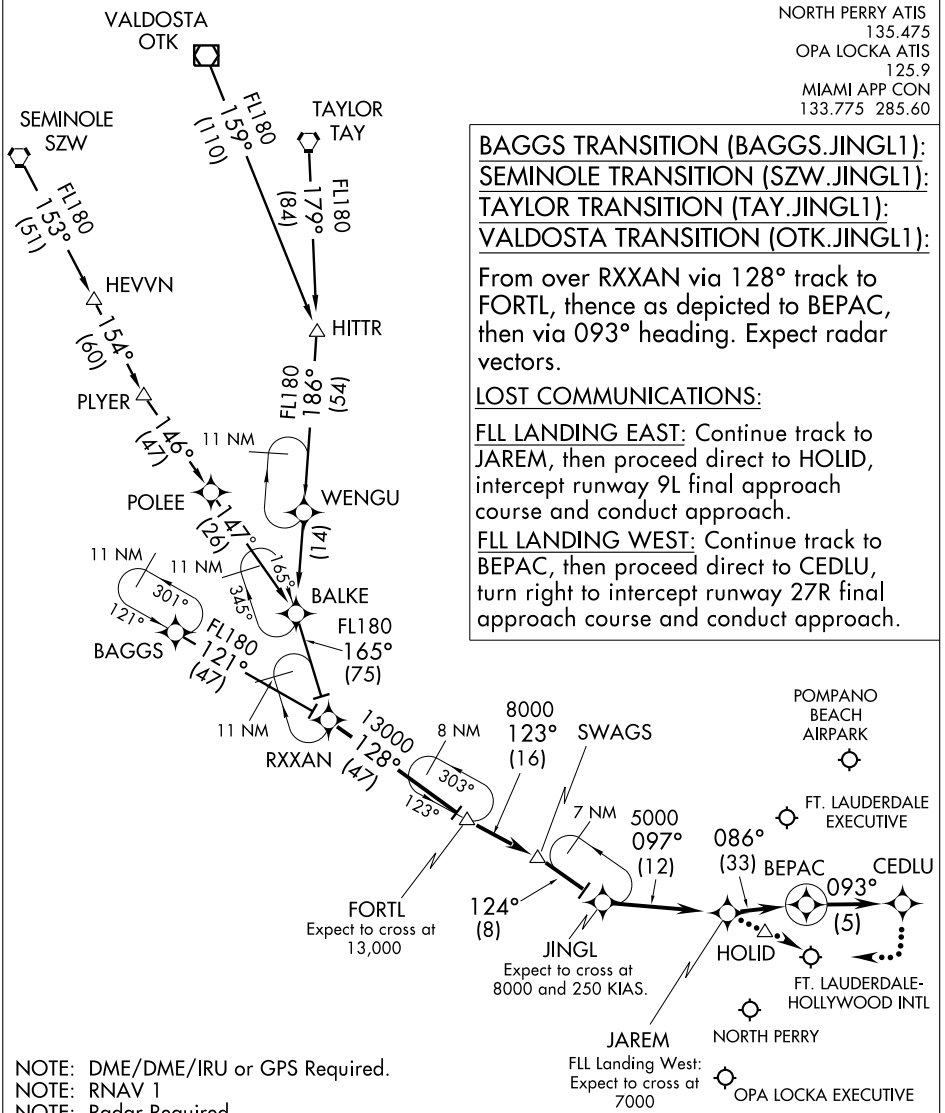
BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

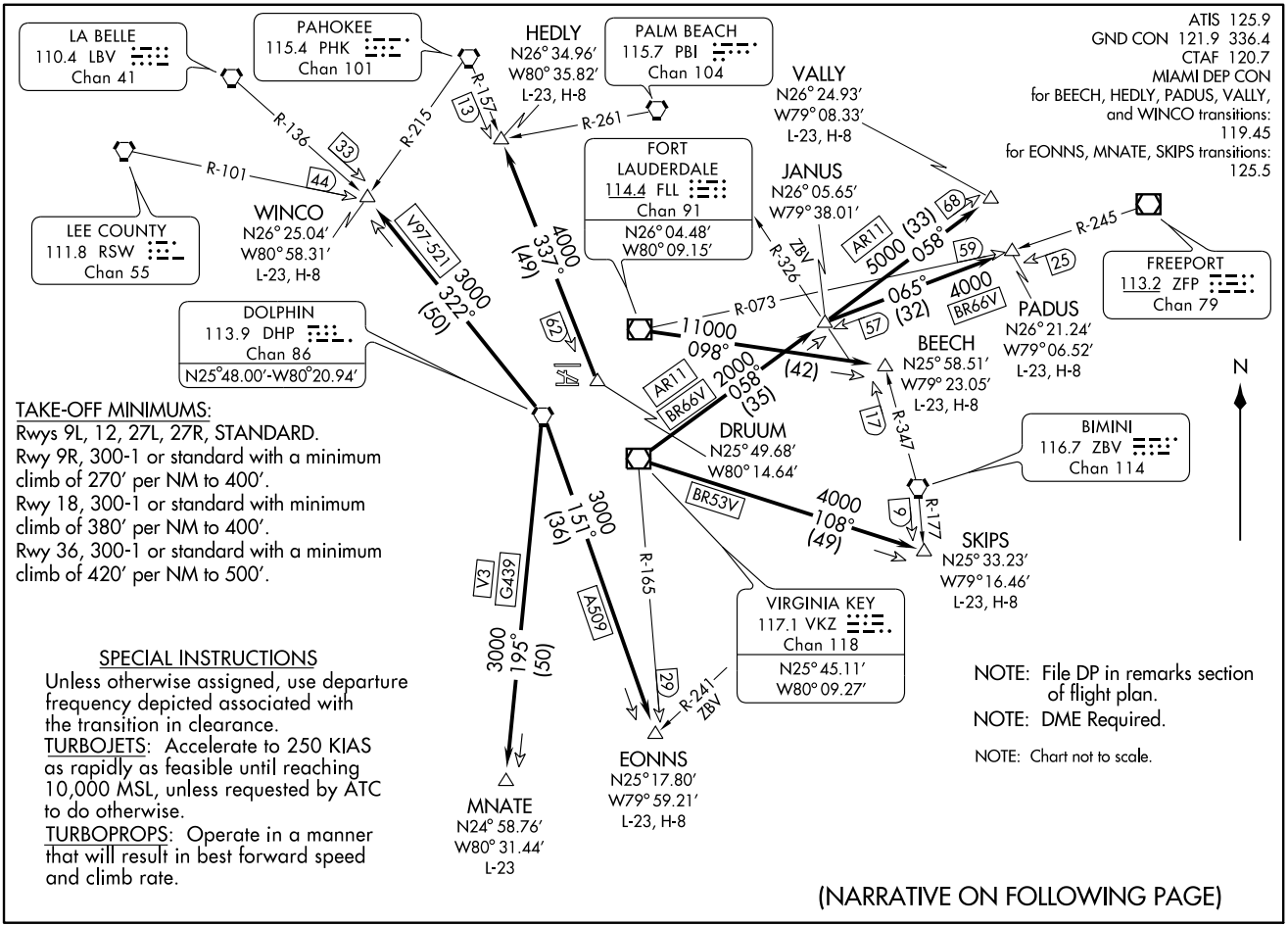
JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098



TAKE-OFF MINIMUMS:
Rwys 9L, 12, 27L, 27R, STANDARD.
Rwy 9R, 300-1 or standard with a minimum climb of 270′ per NM to 400′.
Rwy 18, 300-1 or standard with minimum climb of 380′ per NM to 400′.
Rwy 36, 300-1 or standard with a minimum climb of 420′ per NM to 500′.

SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

(NARRATIVE ON FOLLOWING PAGE)

MIAMI NINE DEPARTURE
(MIA9.MIA) 10098

SL-256 (FAA)

MIAMI/OPA LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA

MIAMI/OPA LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

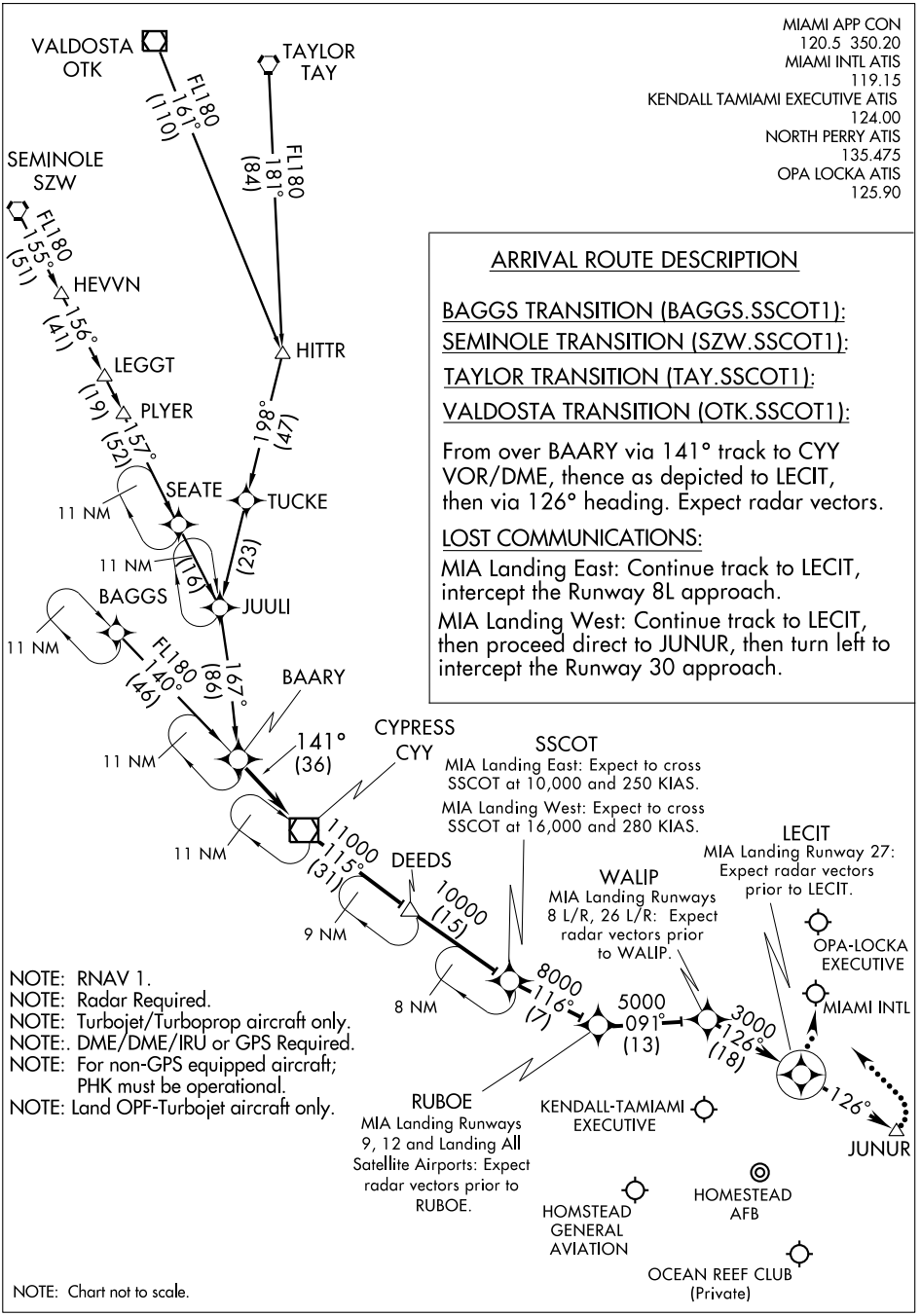
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME fix via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

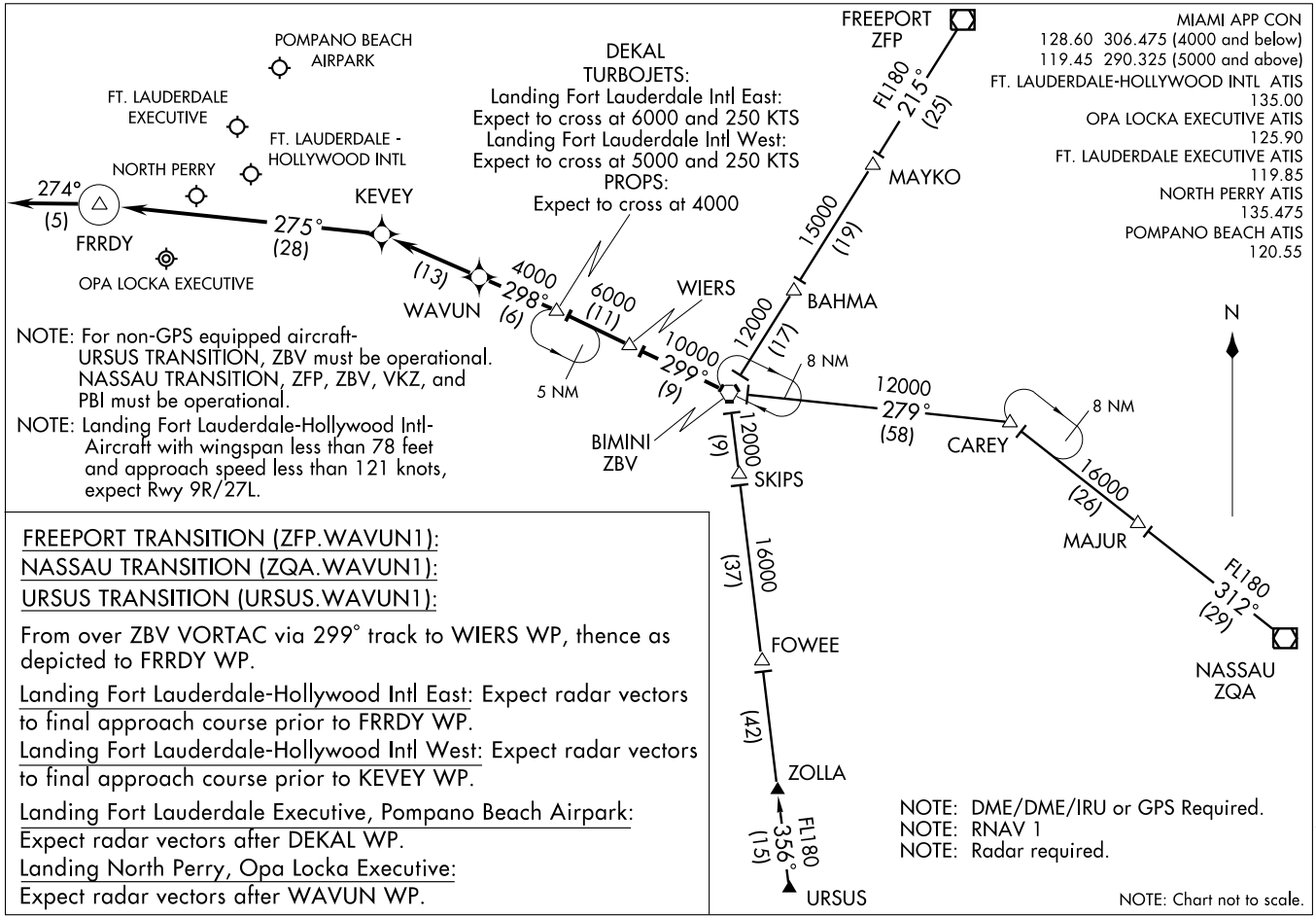
SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



MIAMI APP CON
128.60 306.475 (4000 and below)
119.45 290.325 (5000 and above)
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.00
OPA LOCKA EXECUTIVE ATIS
125.90
FT. LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
POMPANO BEACH ATIS
120.55

NOTE: For non-GPS equipped aircraft-
URSUS TRANSITION, ZBV must be operational.
NASSAU TRANSITION, ZFP, ZBV, VKZ, and PBI must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-
Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

FREEPORT TRANSITION (ZFP.WAVUN1):
NASSAU TRANSITION (ZQA.WAVUN1):
URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar required.

NOTE: Chart not to scale.

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAVUN ONE ARRIVAL (RNAV)
(WAVUN.WAVUN1) 08157
FORT LAUDERDALE, FLORIDA

10210 AIRPORT DIAGRAM

ATIS
124.0
TAMIAMI TOWER★
118.9
GND CON
121.7
CLNC DEL
133.0

RWY 09L-27R
S-65, D-110, 2S-139, 2D-195
RWY 09R-27L
S-65, D-110, 2S-139, 2D-195
RWY 13-31
S-65, D-110, 2S-139, 2D-195

VAR 5.8° W
JANUARY 2010
ANNUAL RAE OF CHANGE
0.1° W

ELEV 8
5003 X 150
09L
27R
093.1°
273.1°
A3
A2
A1
A
US CUSTOMS
HANGARS
AFSS
130∧
CONTROL TOWER
25° 39′N
13
133.1°
FIELD ELEV 8
4001 X 150
313.2°
31
H
H1
H2
H3
H4
E1
E2
E3
E4
E
ELEV 8
093.1°
273.1°
09R
27L
5002 X 150
ELEV 8
ELEV 8
25° 38.5′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80° 26.5′W
80° 26′W
80°25.5′W
80° 25 W

MIAMI, FLORIDA
MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)
AL-5349 (FAA)

MIAMI, FLORIDA
MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)

MIAMI

DADE–COLLIER TRAINING AND TRANSITION (TNT) 36 W UTC–5(–4DT) MIAMI
N25°51.71′ W80°53.82′ H–8I, L–23C
13 B NOTAM FILE MIA IAP

RWY 09–27: H10499X150 (ASPH–PFC) S–130, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL

RWY 09: MALSR.

RWY 27: PAPI(P4L)—GA 3.0° TCH 46′. Rgt tfc.

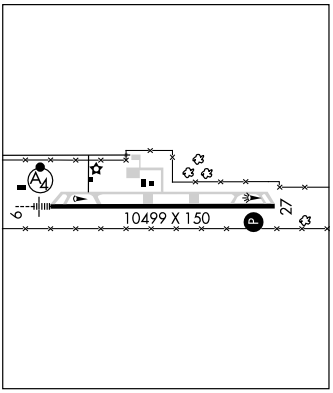
AIRPORT REMARKS: Attended continuously. Arpt CLOSED to public except by arrangement with Miami–Dade Aviation Department, Miami 305–869–1660. Be alert to low flying National Park Service acft all quadrants. Men and equipment working in buffer island between Rwy 09–27 and twy. Wildlife occasionally on and invof arpt. Fee for use for acft over 12500 lbs. ACTIVATE HIRL Rwy 09–27; PAPI Rwy 27—CTAF or by calling 239–695–3300.

WEATHER DATA SOURCES: AWOS–3 119.075 (239)695–9198.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.3 (MIAMI RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 132.4

AIRSPACE: CLASS E svc Mon–Fri 1200–2300Z‡, Sat–Sun 1200–1730Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 281° 29.9 NM to fld. 10/4W. **HIWAS.**
MONRY NDB (LOM) 227 TN N25°51.71′ W81°00.66′ 095° 6.2 NM to fld.
ILS 108.3 I–TNT Rwy 09. LOM MONRY NDB. ILS unmonitored.



KENDALL–TAMIAMI EXECUTIVE (TMB) 13 SW UTC–5(–4DT) N25°38.87′ W80°25.97′ MIAMI
8 B S4 **FUEL** 100LL, JET A OX 2 LRA TPA—See Remarks NOTAM FILE TMB H–8I, L–23C, A
RWY 09L–27R: H5003X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 MIRL IAP, AD
RWY 09L: PAPI(P4L)—GA 3.0°. **RWY 27R:** PAPI(P2L)—GA 3.0°.

RWY 09R–27L: H5002X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 HIRL

RWY 09R: MALSR. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc.

RWY 27L: PAPI(P4L)—GA 3.0°. Rgt tfc.

RWY 13–31: H4001X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 MIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 40′. Brush. **RWY 31:** Pole.

AIRPORT REMARKS: Attended continuously. PAEW adjacent to rwys and twys. Birds on and invof arpt. CAUTION—Agriculture acft operating in immediate vicinity of airport below 200′ AGL from SR–SS. TPA—1008(1000), high performance acft 1508(1500). Helicopter tfc pattern Rwy 09R within fixed wing pattern at or blo 508(500). Arpt CLOSED to non-engine acft. Portions of Twy A between spots 1 and 2 portions of Twy E between spots 14 and 16 not visible from twr. Rwy 09L–27R CLOSED when twr clsd. Simultaneous movement of acft with wingspans in excess 95′ are precluded from using parallel Twy C, Twy D, Twy E and Twy H. Noise sensitive areas Twy N, Twy S and Twy E. Rgt tfc pattern on Rwy 09R, left tfc on Rwy 27L when twr clsd. Noise abatement in effect, ctc arpt management at 305–869–1700 for details. When twr clsd ACTIVATE MALSR Rwy 09R—CTAF. MIRL Rwy 13–31 avbl thru request from Miami FSS—118.9. Flight notification service (ADCUS) avbl.

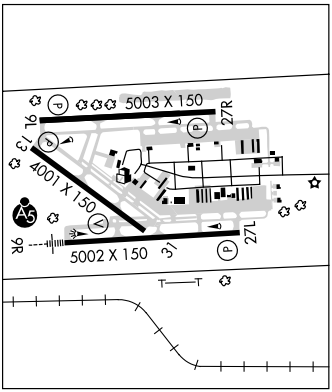
WEATHER DATA SOURCES: ASOS (305)235–1332.

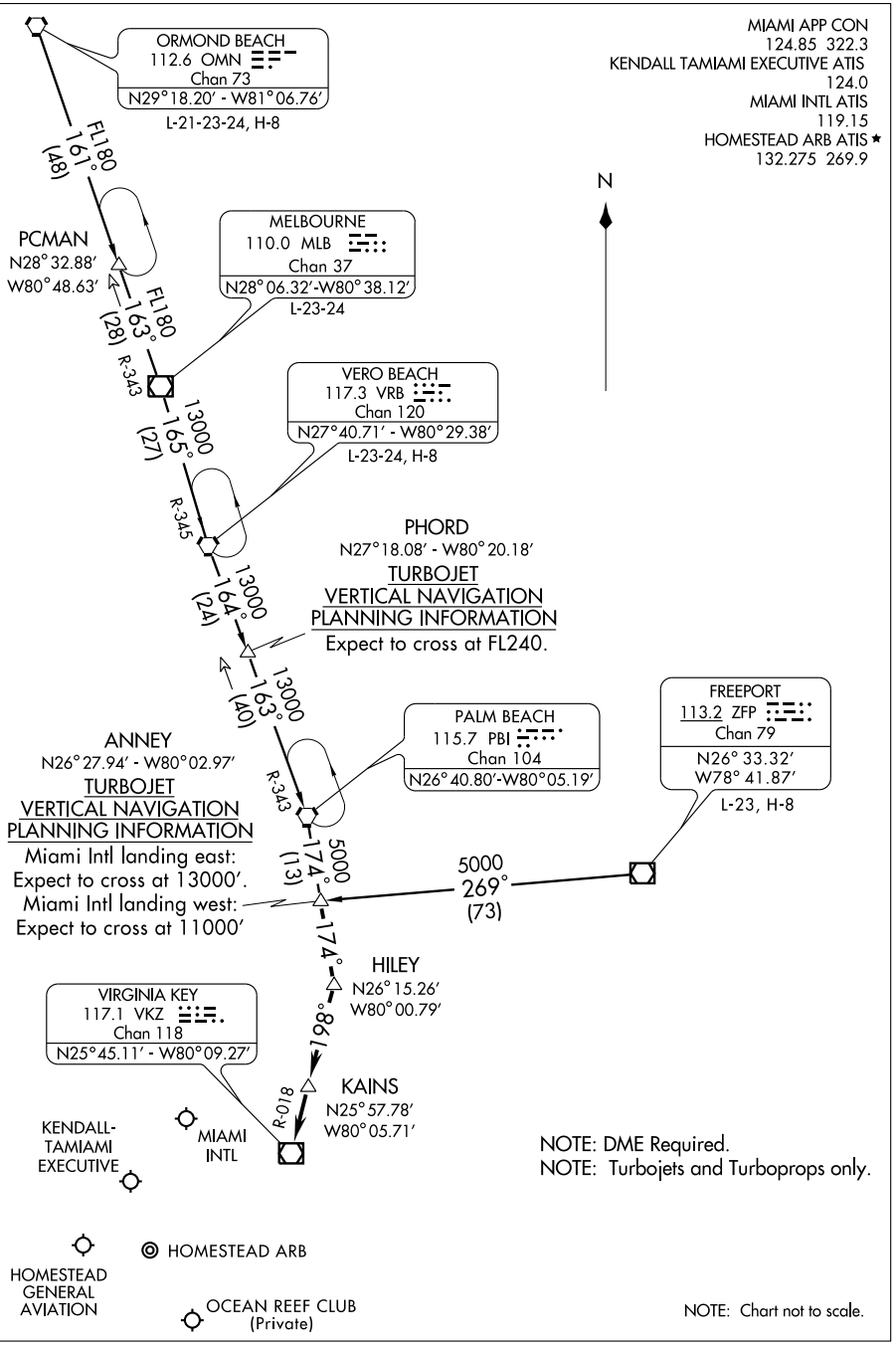
COMMUNICATIONS: CTAF 118.9 **ATIS** 124.0
MIAMI FSS (MIA) on arpt. 123.65 122.55 122.3 122.2
MIAMI IFSS (MIA) on arpt. 127.9 126.9 126.7
Ⓡ **MIAMI APP/DEP CON** 125.5
TOWER 118.9 134.6 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 133.0

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 211° 10.2 NM to fld. 10/4W. **HIWAS.**
QEEZY NDB (LOM) 266 TM N25°38.50′ W80°30.29′ 087° 3.9 NM to fld. NOTAM FILE TMB. LOM unmonitored.
ILS 108.7 I–TMB Rwy 09R. LOM QEEZY NDB. LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Ctc Miami Radio for airport advisory service on 118.9 when twr is clsd.





SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

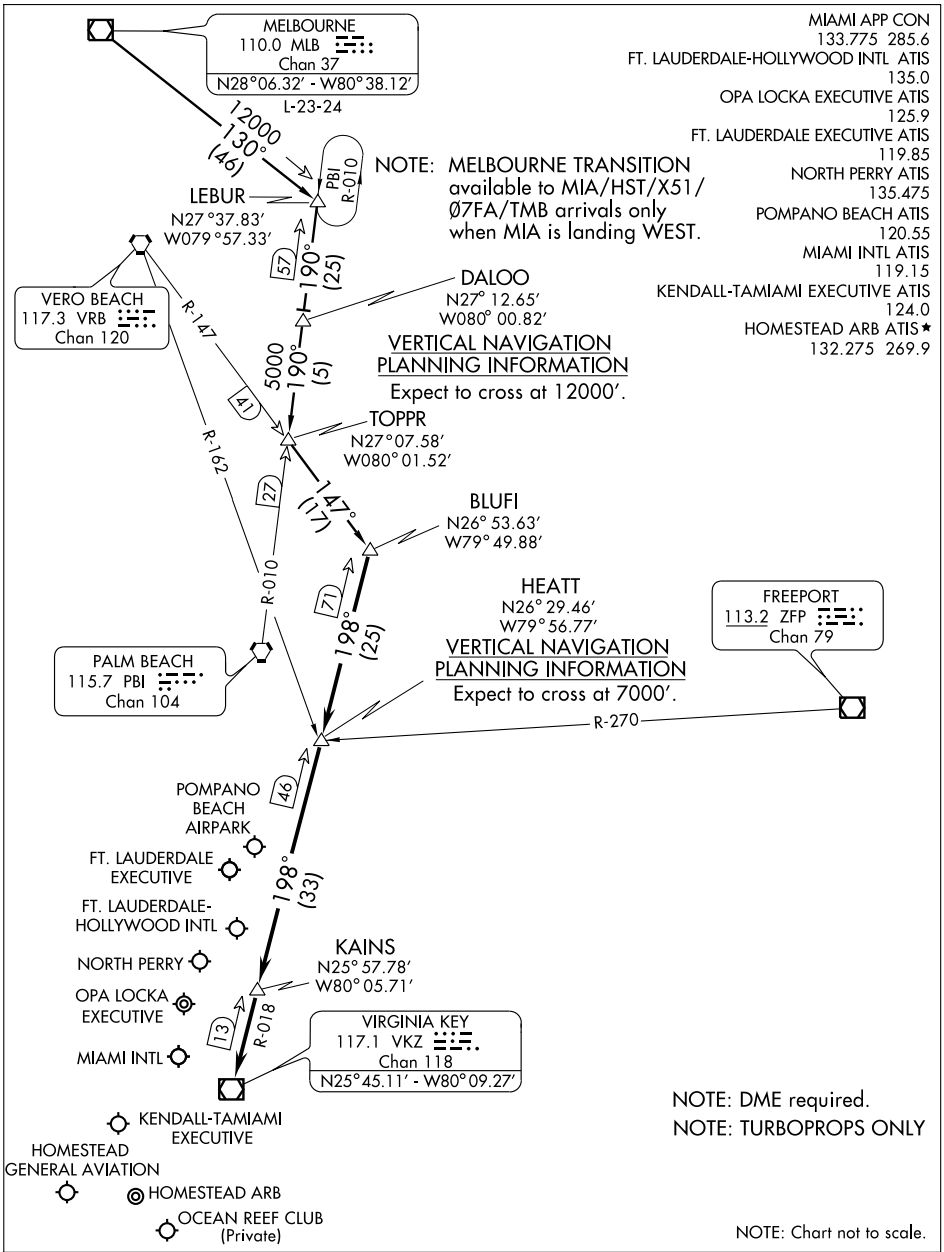
FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 23 SEP 2010 to 21 OCT 2010

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

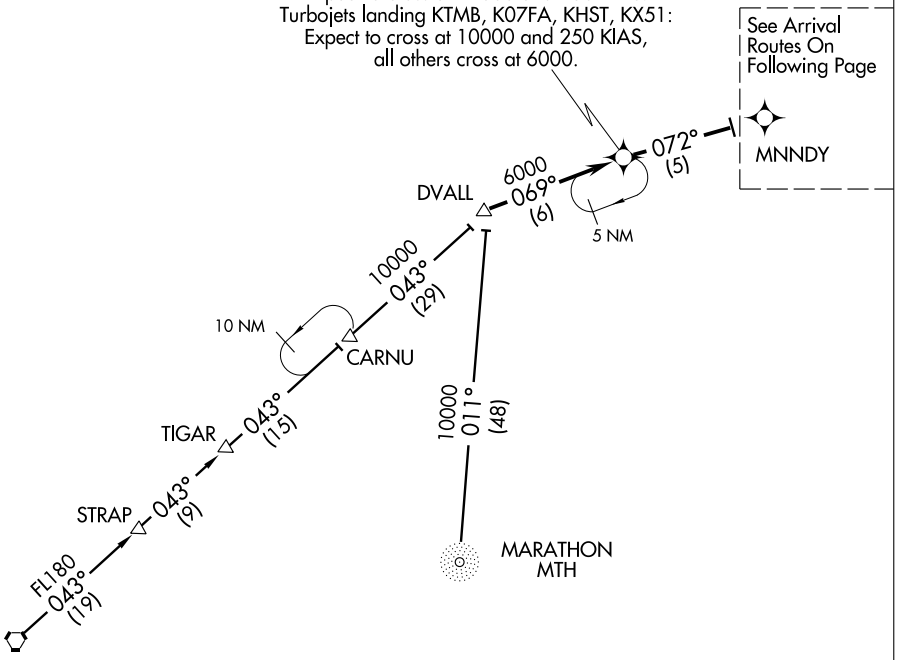
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

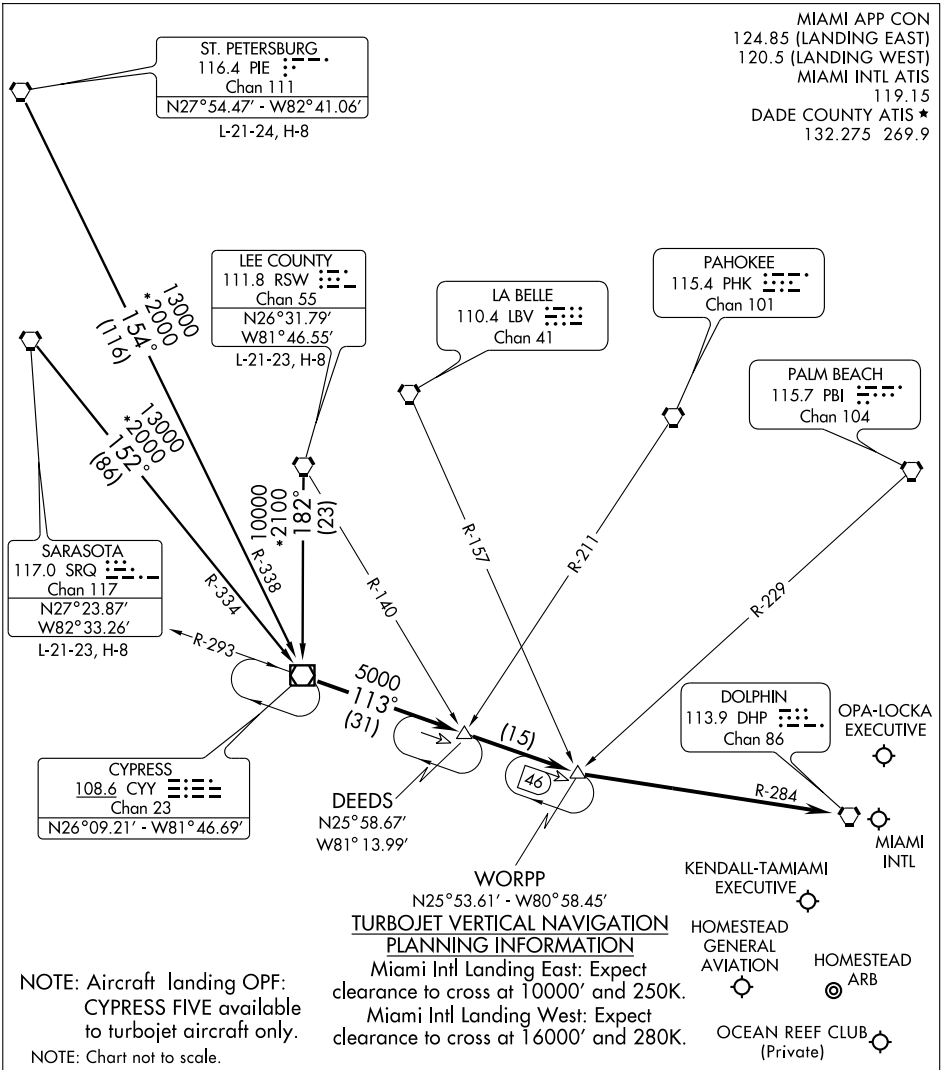
Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

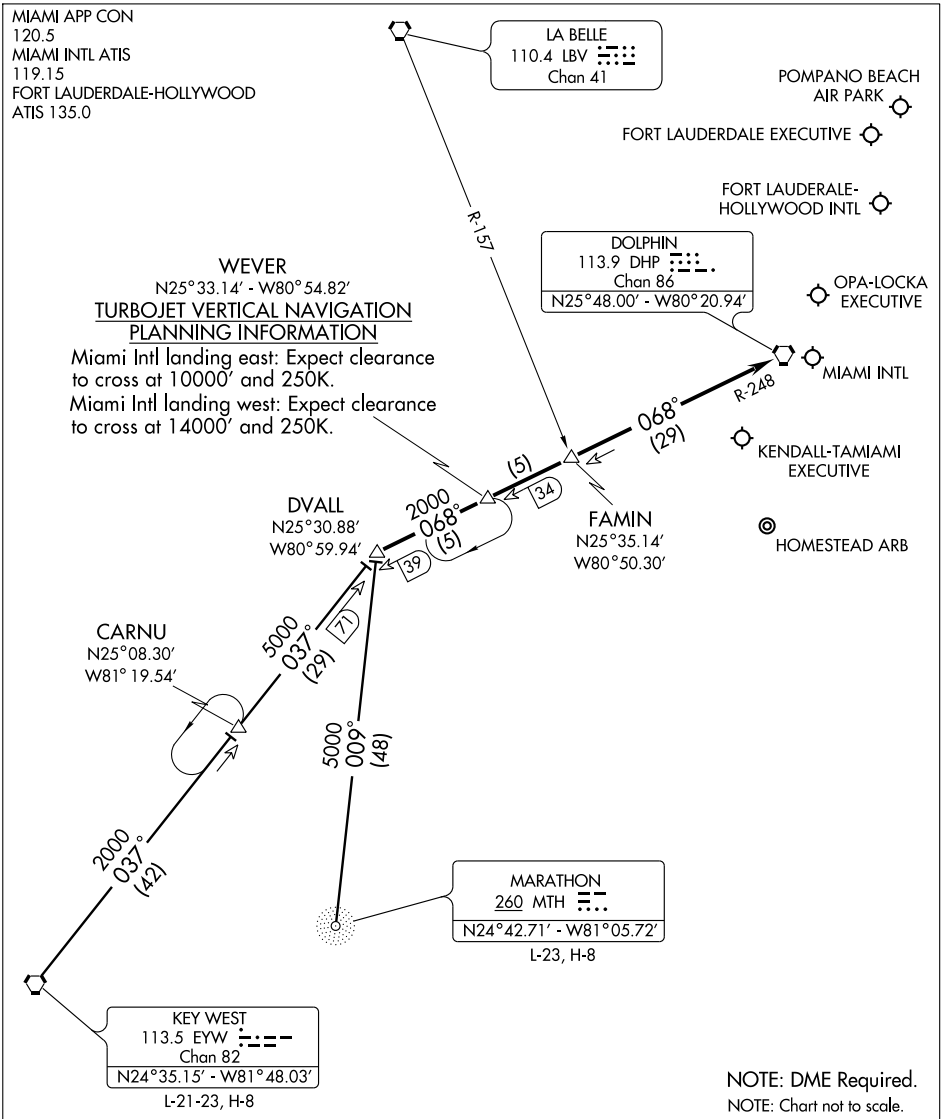
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

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SE-3, 23 SEP 2010 to 21 OCT 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

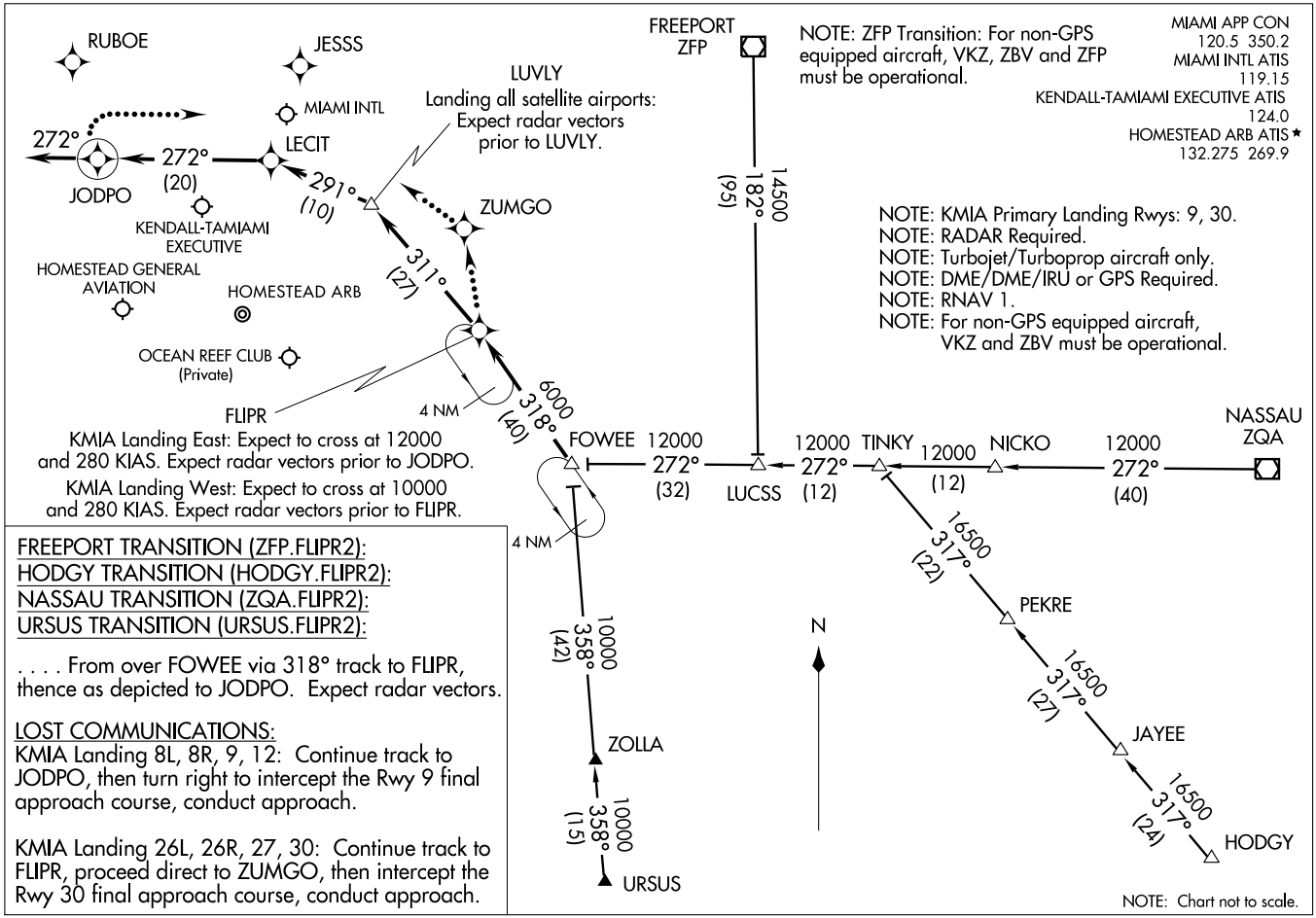
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

FLIPR TWO ARRIVAL (RNAV)

(FLIPR.FLIPR2) 10098



FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):

. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

MIAMI, FLORIDA

FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
MIAMI, FLORIDA

ST-257 (FAA)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 23 SEP 2010 to 21 OCT 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 169° (18)

CIMBA

JESSS

243° 255° (5)

KAINS

271° RUBOE

271° (31)

(6)

HOXIL

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

BOYUR

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

(HILEY.HILEY2) 07074

LOC I-TMB	APP CRS	Rwy Idg	5002
108.7	090°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 9R

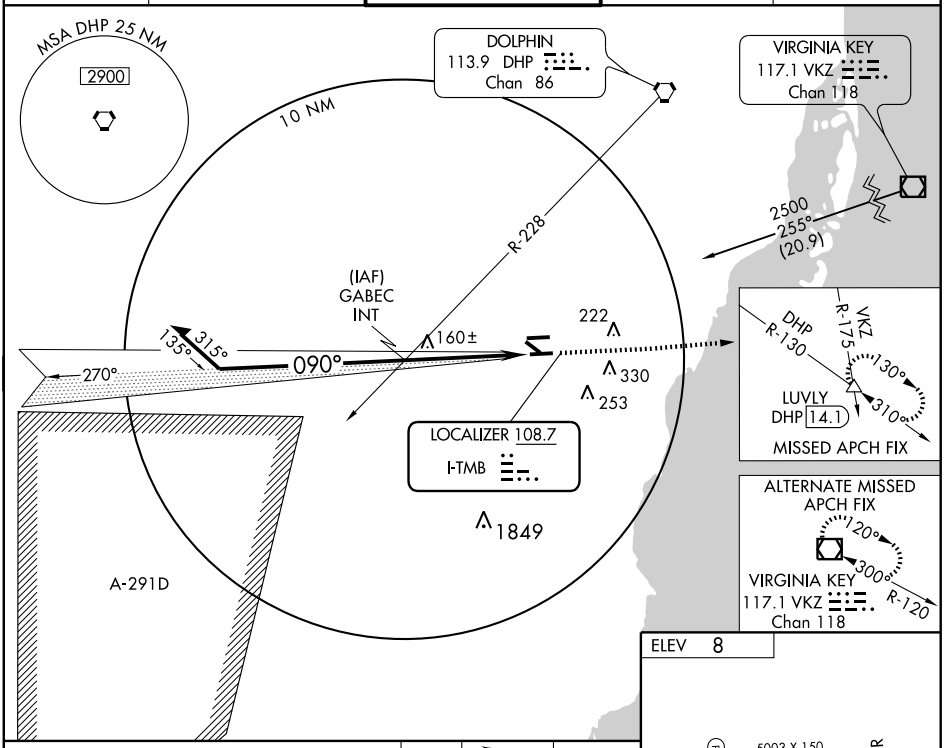
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

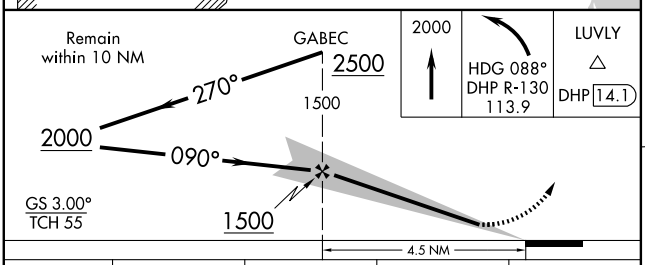
Circling to Rwy 13 NA at night. When local altimeter setting not received, use Miami Intl altimeter setting and increase S-ILS 9R DA to 235 feet and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile.

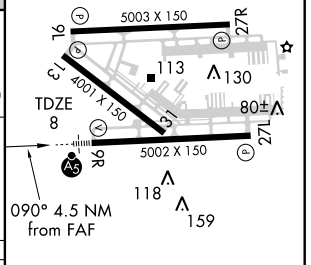
MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 088° and DHP VORTAC R-130 to LUVLY Int/DHP 14.1 DME and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
S-ILS 9R	208-½ 200 (200-½)			
S-LOC 9R	460-½ 452 (500-½)		460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

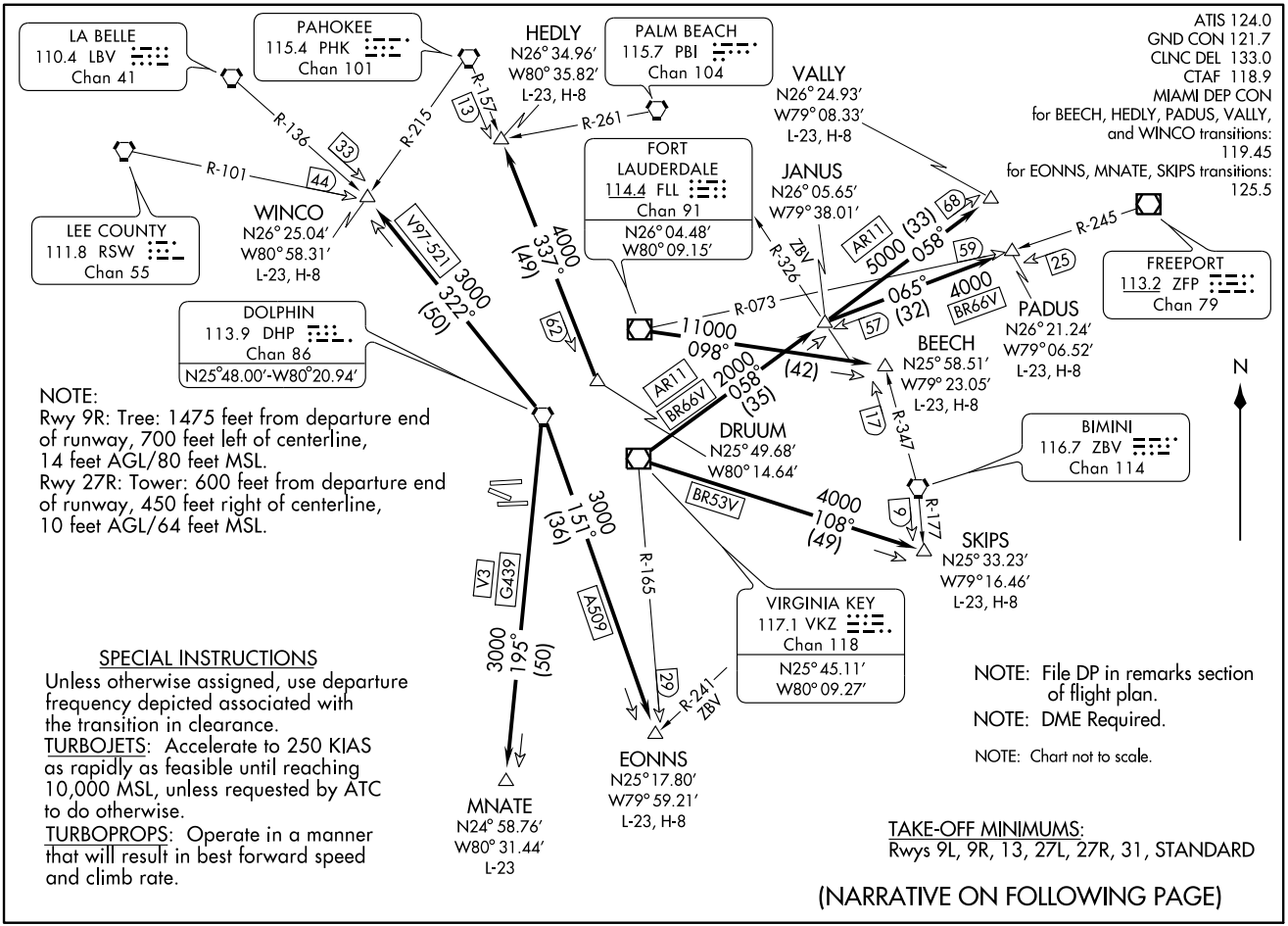
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI NINE DEPARTURE

(MIA9.MIA) 10098

MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

MIAMI, FLORIDA



MIAMI NINE DEPARTURE
(MIA9.MIA) 10098
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)
MIAMI, FLORIDA

SL-5349 (FAA)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned.
NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading to 1400 before turning right.
NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

WAAS CH 99415 W09B	APP CRS 093°	Rwy Idg 5003 TDZE 8 Apt Elev 8

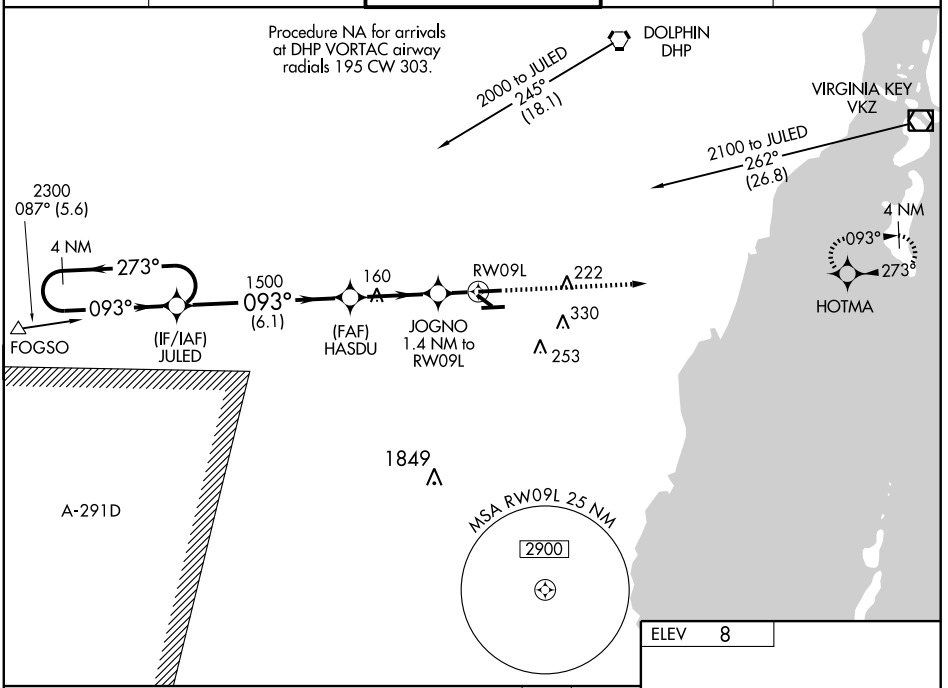
RNAV (GPS) RWY 9L

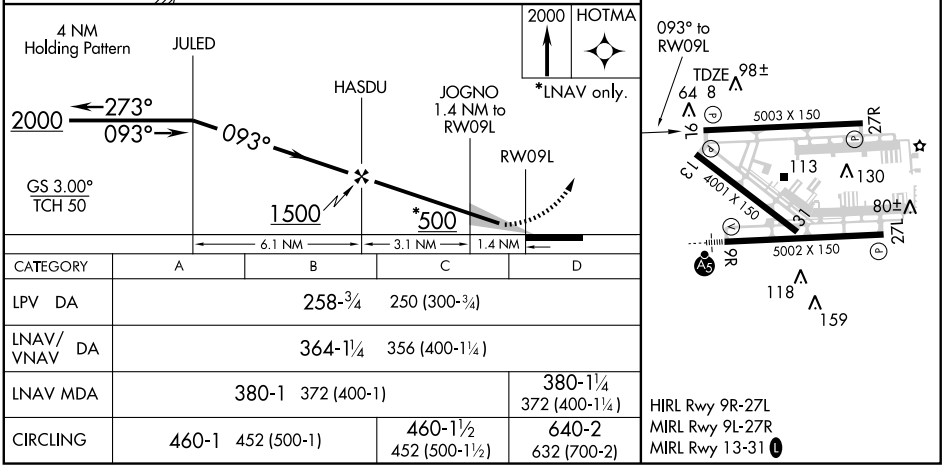
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0





CATEGORY	A	B	C	D
LPV DA	258-¾	250 (300-¾)		
LNAV/ VNAV DA	364-1¼	356 (400-1¼)		
LNAV MDA	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 72900 W09A	APP CRS 090°	Rwy Idg 5002 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 9R

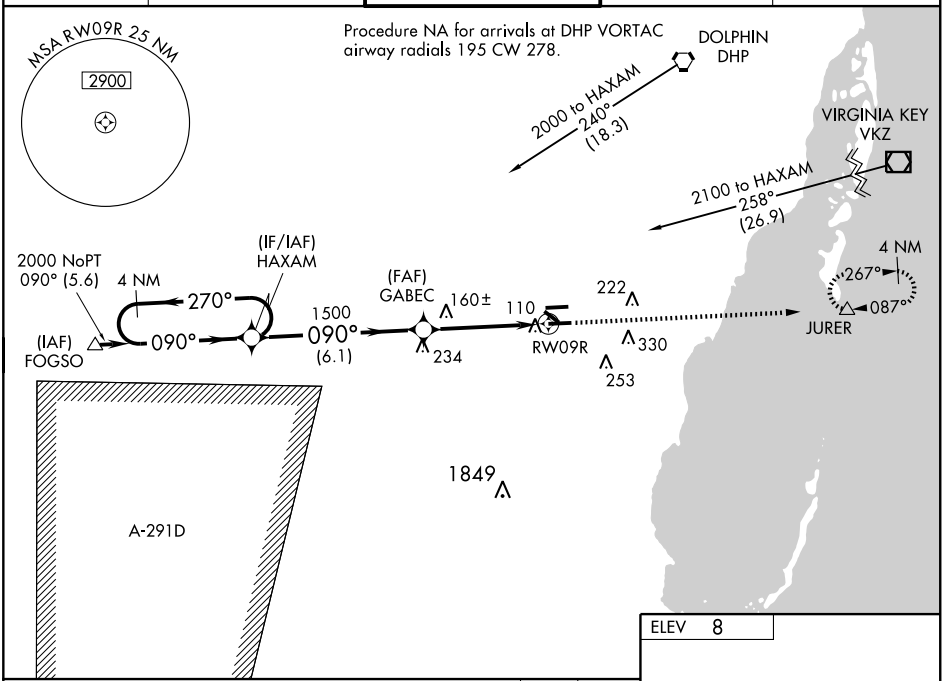
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

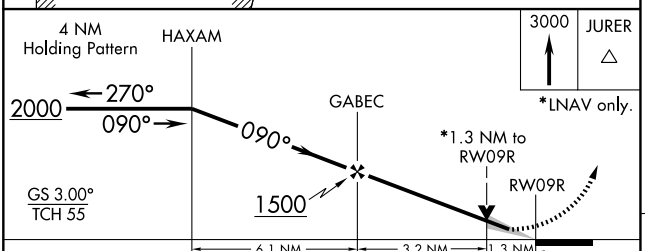
Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235, LNAV/VNAV DA to 403 and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile. VDP NA when using Miami Intl altimeter setting.

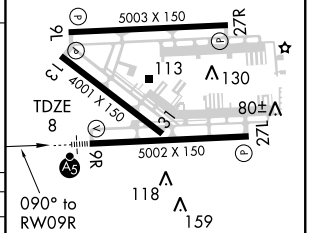
MALSR

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	208-½	200 (200-½)		
LNAV/VNAV DA	376-¾	368 (400-¾)		
LNAV MDA	460-½	452 (500-½)	460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56400 W27A	APP CRS 273°	Rwy Idg 5002 TDZE 8 Apt Elev 8

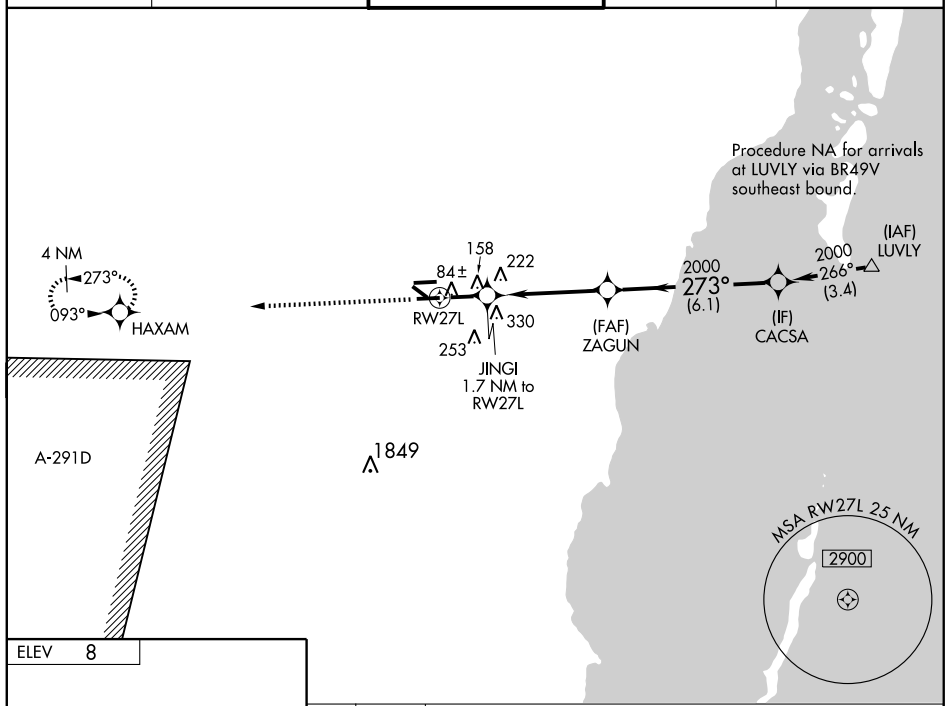
RNAV (GPS) RWY 27L

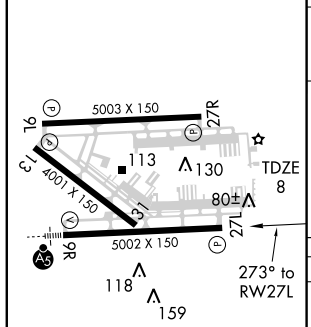
MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)

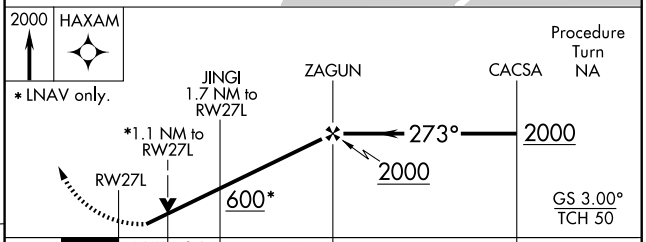
Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile, increase circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAXAM and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	211-1	203 (300-1)		
LNAV/VNAV DA	441-1½	433 (500-1½)		
LNAV MDA	420-1	412 (500-1)	420-1¼	412 (500-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 93615 W27B	APP CRS 273°	Rwy Idg 5003 TDZE 8 Apt Elev 8

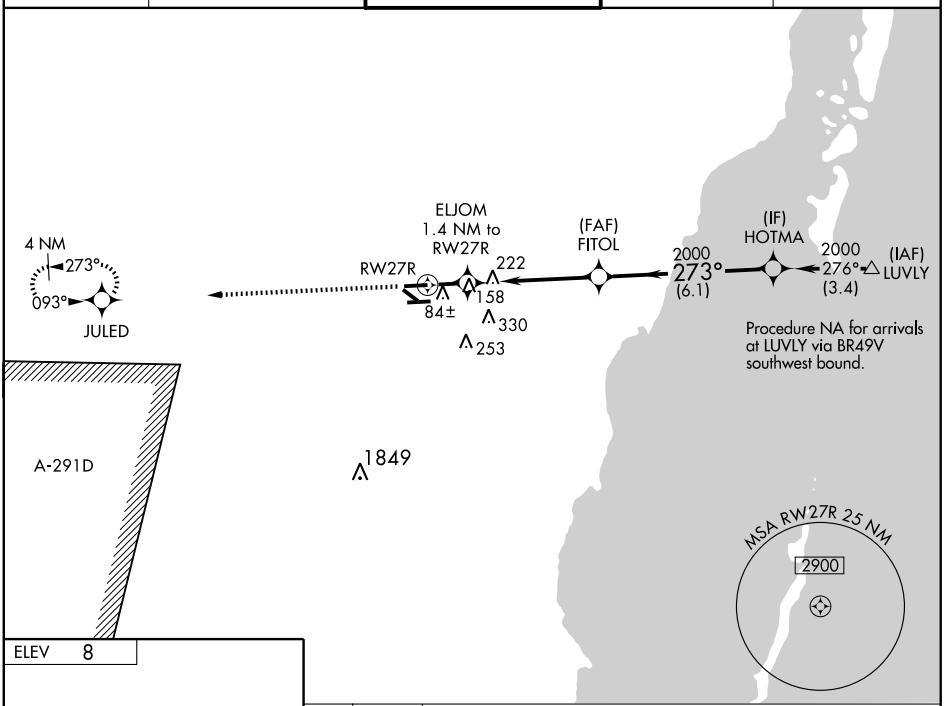
RNAV (GPS) RWY 27R

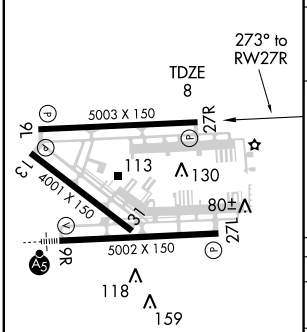
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

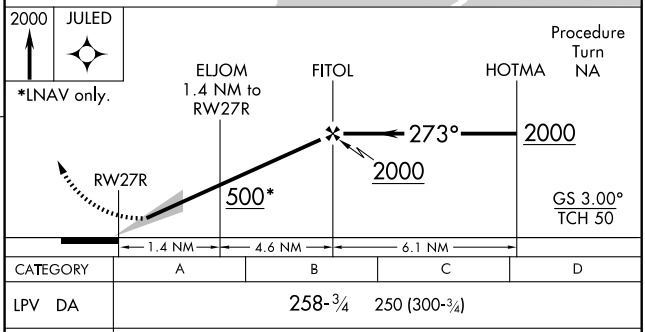
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 direct JULED and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	352-1¼ 344 (400-1¼)			
LNAV MDA	420-1 412 (500-1)		420-1¼ 412 (500-1¼)	
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

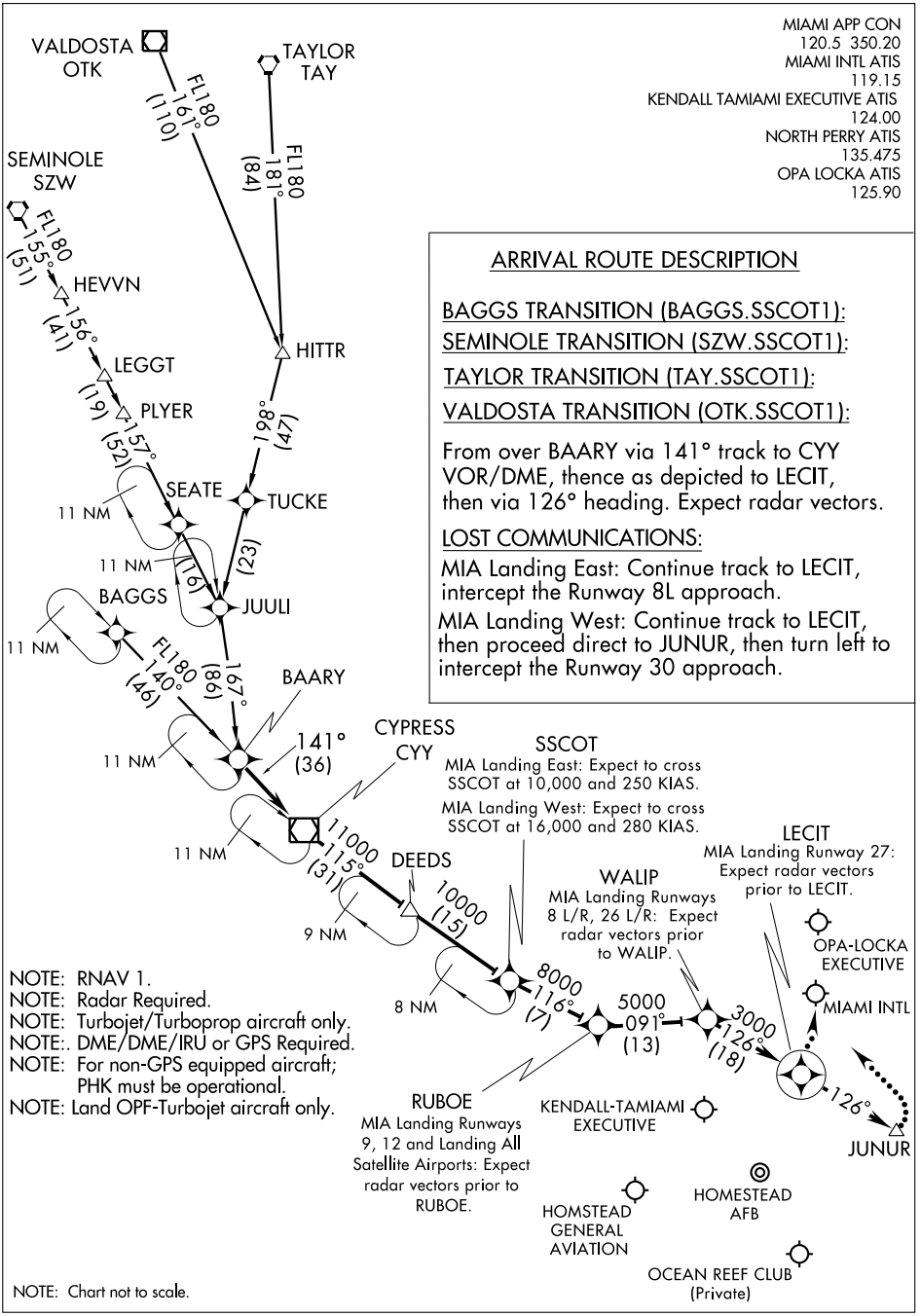
HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SSCOT ONE ARRIVAL (RNAV)

MIAMI, FLORIDA

(SSCOT.SSCOT1) 08325

MIAMI

DADE–COLLIER TRAINING AND TRANSITION (TNT) 36 W UTC–5(–4DT) MIAMI
N25°51.71′ W80°53.82′ H–8I, L–23C
13 B NOTAM FILE MIA IAP

RWY 09–27: H10499X150 (ASPH–PFC) S–130, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL

RWY 09: MALSR.

RWY 27: PAPI(P4L)—GA 3.0° TCH 46′. Rgt tfc.

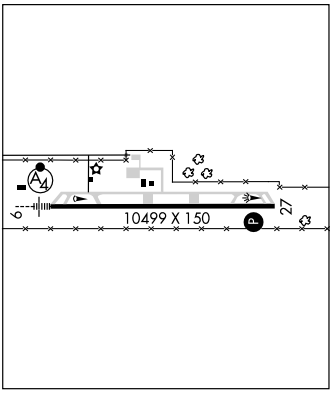
AIRPORT REMARKS: Attended continuously. Arpt CLOSED to public except by arrangement with Miami–Dade Aviation Department, Miami 305–869–1660. Be alert to low flying National Park Service acft all quadrants. Men and equipment working in buffer island between Rwy 09–27 and twy. Wildlife occasionally on and invof arpt. Fee for use for acft over 12500 lbs. ACTIVATE HIRL Rwy 09–27; PAPI Rwy 27—CTAF or by calling 239–695–3300.

WEATHER DATA SOURCES: AWOS–3 119.075 (239)695–9198.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.3 (MIAMI RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 132.4

AIRSPACE: CLASS E svc Mon–Fri 1200–2300Z‡, Sat–Sun 1200–1730Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 281° 29.9 NM to fld. 10/4W. **HIWAS.**
MONRY NDB (LOM) 227 TN N25°51.71′ W81°00.66′ 095° 6.2 NM to fld.
ILS 108.3 I–TNT Rwy 09. LOM MONRY NDB. ILS unmonitored.



KENDALL–TAMIAMI EXECUTIVE (TMB) 13 SW UTC–5(–4DT) N25°38.87′ W80°25.97′ MIAMI
8 B S4 **FUEL** 100LL, JET A OX 2 LRA TPA—See Remarks NOTAM FILE TMB H–8I, L–23C, A
RWY 09L–27R: H5003X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 MIRL IAP, AD
RWY 09L: PAPI(P4L)—GA 3.0°. **RWY 27R:** PAPI(P2L)—GA 3.0°.

RWY 09R–27L: H5002X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 HIRL

RWY 09R: MALSR. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc.

RWY 27L: PAPI(P4L)—GA 3.0°. Rgt tfc.

RWY 13–31: H4001X150 (ASPH–GRVD) S–65, D–110, 2S–139, 2D–195 MIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 40′. Brush. **RWY 31:** Pole.

AIRPORT REMARKS: Attended continuously. PAEW adjacent to rwys and twys. Birds on and invof arpt. CAUTION—Agriculture acft operating in immediate vicinity of airport below 200′ AGL from SR–SS. TPA—1008(1000), high performance acft 1508(1500). Helicopter tfc pattern Rwy 09R within fixed wing pattern at or blo 508(500). Arpt CLOSED to non-engine acft. Portions of Twy A between spots 1 and 2 portions of Twy E between spots 14 and 16 not visible from twr. Rwy 09L–27R CLOSED when twr clsd. Simultaneous movement of acft with wingspans in excess 95′ are precluded from using parallel Twy C, Twy D, Twy E and Twy H. Noise sensitive areas Twy N, Twy S and Twy E. Rgt tfc pattern on Rwy 09R, left tfc on Rwy 27L when twr clsd. Noise abatement in effect, ctc arpt management at 305–869–1700 for details. When twr clsd ACTIVATE MALSR Rwy 09R—CTAF. MIRL Rwy 13–31 avbl thru request from Miami FSS—118.9. Flight notification service (ADCUS) avbl.

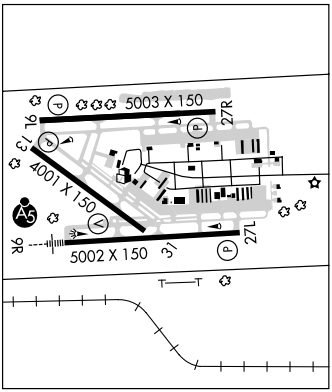
WEATHER DATA SOURCES: ASOS (305)235–1332.

COMMUNICATIONS: CTAF 118.9 **ATIS** 124.0
MIAMI FSS (MIA) on arpt. 123.65 122.55 122.3 122.2
MIAMI IFSS (MIA) on arpt. 127.9 126.9 126.7
Ⓡ **MIAMI APP/DEP CON** 125.5
TOWER 118.9 134.6 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 133.0

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
DOLPHIN (H) VORTAC 113.9 DHP Chan 86 N25°48.00′ W80°20.94′ 211° 10.2 NM to fld. 10/4W. **HIWAS.**
QEEZY NDB (LOM) 266 TM N25°38.50′ W80°30.29′ 087° 3.9 NM to fld. NOTAM FILE TMB. LOM unmonitored.
ILS 108.7 I–TMB Rwy 09R. LOM QEEZY NDB. LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Ctc Miami Radio for airport advisory service on 118.9 when twr is clsd.



LOC I-TNT 108.3	APP CRS 095°	Rwy Idg 10499 TDZE 13 Apt Elev 13

ILS RWY 9

MIAMI/DADE-COLLIER TRAINING AND TRANSITION (TNT)

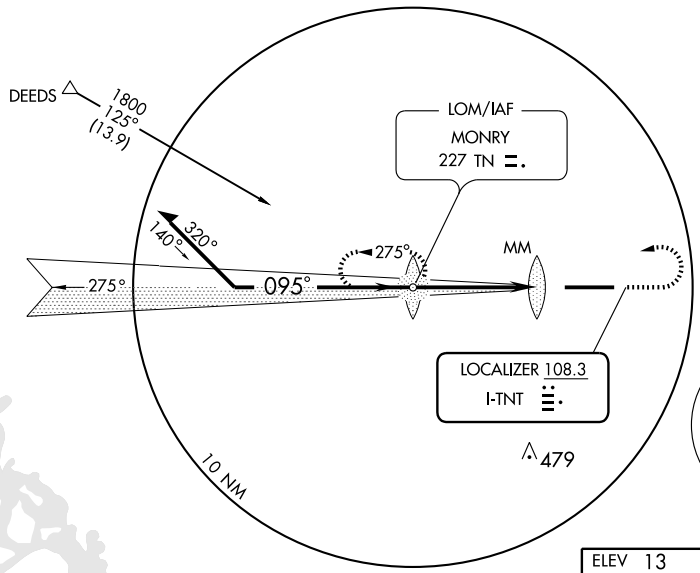
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-LOC 9 Cat. C.

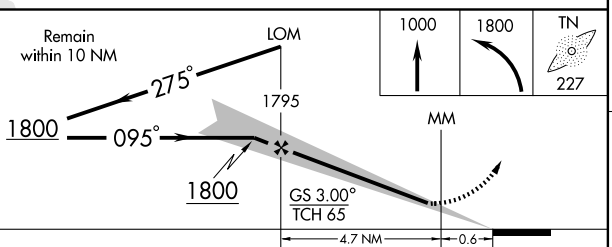
MALSR

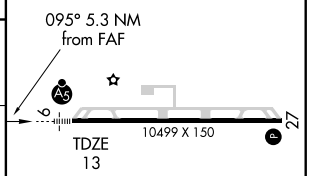
MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L

ADF REQUIRED







ELEV 13

CATEGORY	A	B	C	D
S-ILS 9	279-¾ 266 (300-¾)			
S-LOC 9	440-¾ 427 (500-¾)		440-1¼ 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOM TN	APP CRS	Rwy Idg	10499
227	095°	TDZE	13
		Apt Elev	13

NDB or GPS RWY 9

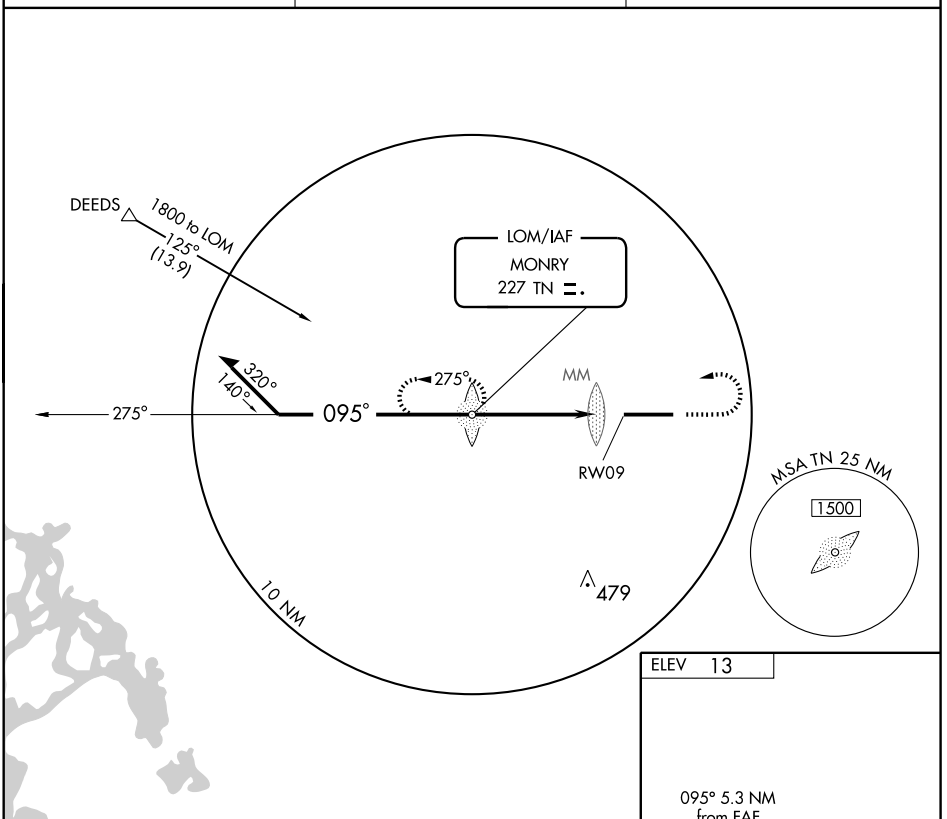
MIAMI/DADE-COLLIER TRAINING AND TRANSITION (TNT)

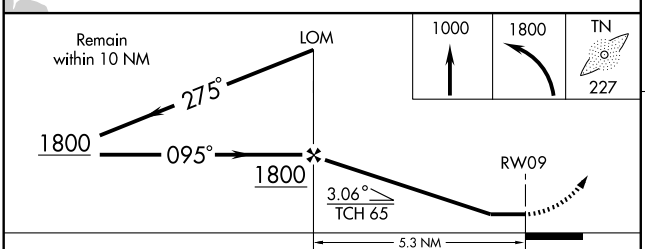
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-9 Cat C.

MALSR

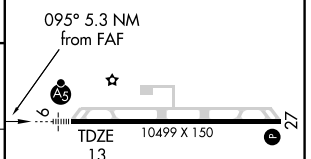
MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct TN LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L





ELEV 13



CATEGORY	A	B	C	D
S-9	480-¾ 467 (500-¾)		480-1¼ 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MILTON

PETER PRINCE FLD (2R4) 3 E UTC−6(−5DT) N30°38.26′ W86°59.62′

NEW ORLEANS
L–21C, 22H
IAP

82 B S4 **FUEL** 100, JET A1+ NOTAM FILE GNV

RWY 18–36: H3701X75 (ASPH) S–22 MIRL

RWY 18: PAPI(P2L). Trees. Rgt tfc.

RWY 36: PAPI(P2L). Railroad.

AIRPORT REMARKS: Attended 1500Z‡–dusk. Be alert arpt situated in cut–off of NAS Whiting Class C airspace located 1400′ overhead within 1 mile from the center of the arpt on three sides to the east, north, and west from surface to 4200′. Intensive flight training invof arpt. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.

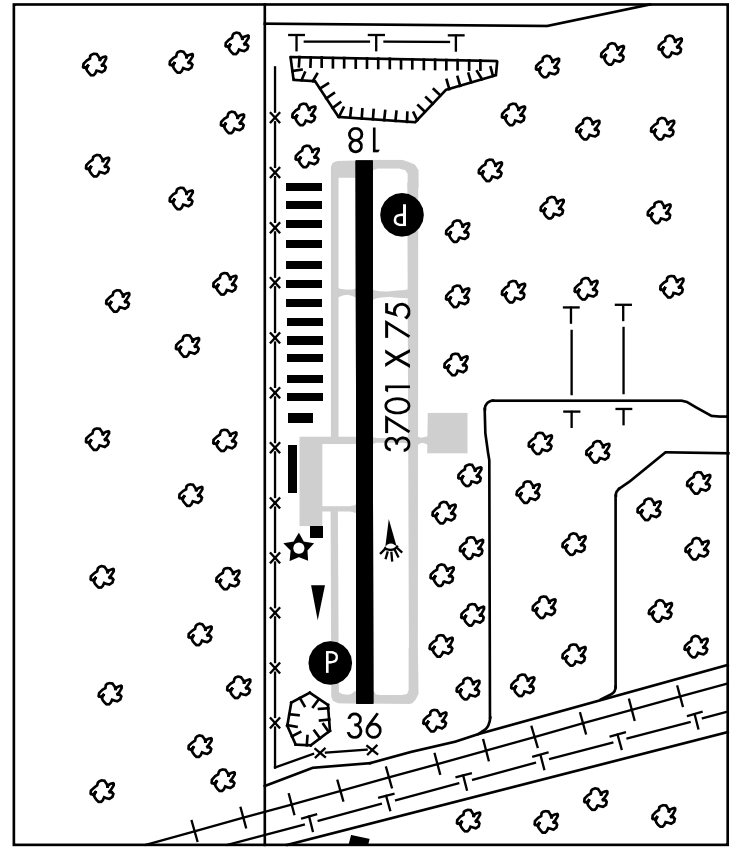
COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **PENSACOLA APP/DEP CON** 124.85

GCO 121.725 (PENSACOLA APCH)

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 232° 19.8 NM to fld. 255/03E. **HIWAS.**



MONRY N25°51.71′ W81°00.66′ NOTAM FILE MIA.

MIAMI

NDB (LOM) 227 TN 095° 6.2 NM to Dade–Collier Training and Transition.

MOTORSPORTS COMPLEX EMS (See HOMESTEAD)

MOTORSPORTS COMPLEX VIP (See HOMESTEAD)

MUFFE N26°29.06′ W81°50.08′ NOTAM FILE RSW.

MIAMI

NDB (LOM) 336 RS 054° 5.3 NM to Southwest Florida Intl. Unmonitored when twr clsd.

RNAV (GPS) RWY 36

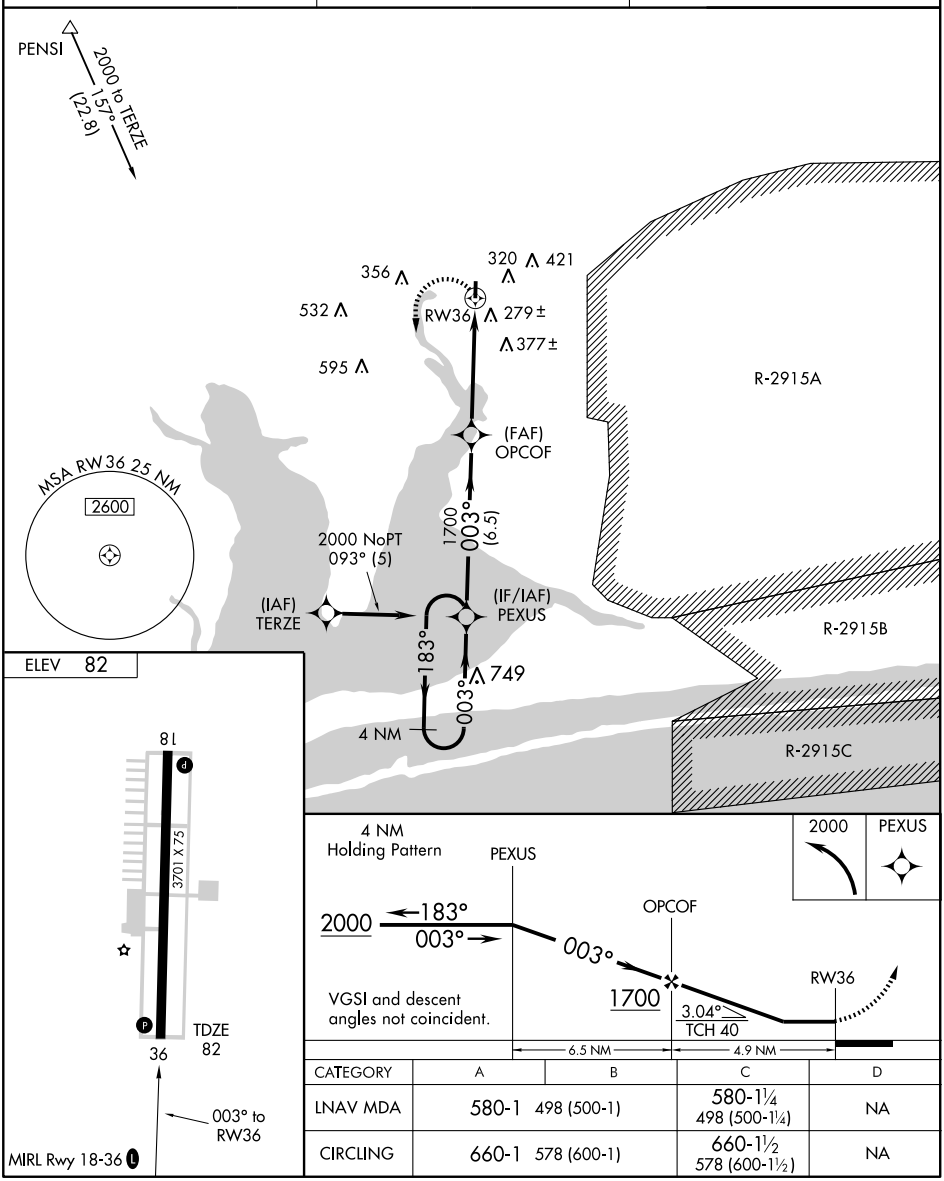
MILTON/ PETER PRINCE FIELD (2R4)

APP CRS	Rwy Idg	3701
003°	TDZE	82
	Apt Elev	82

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pensacola Gulf Coast Rgnl altimeter setting; when not received, use Crestview altimeter setting and increase all MDA 40 feet and increase LNAV and Circling visibility Cat C ¼ mile.

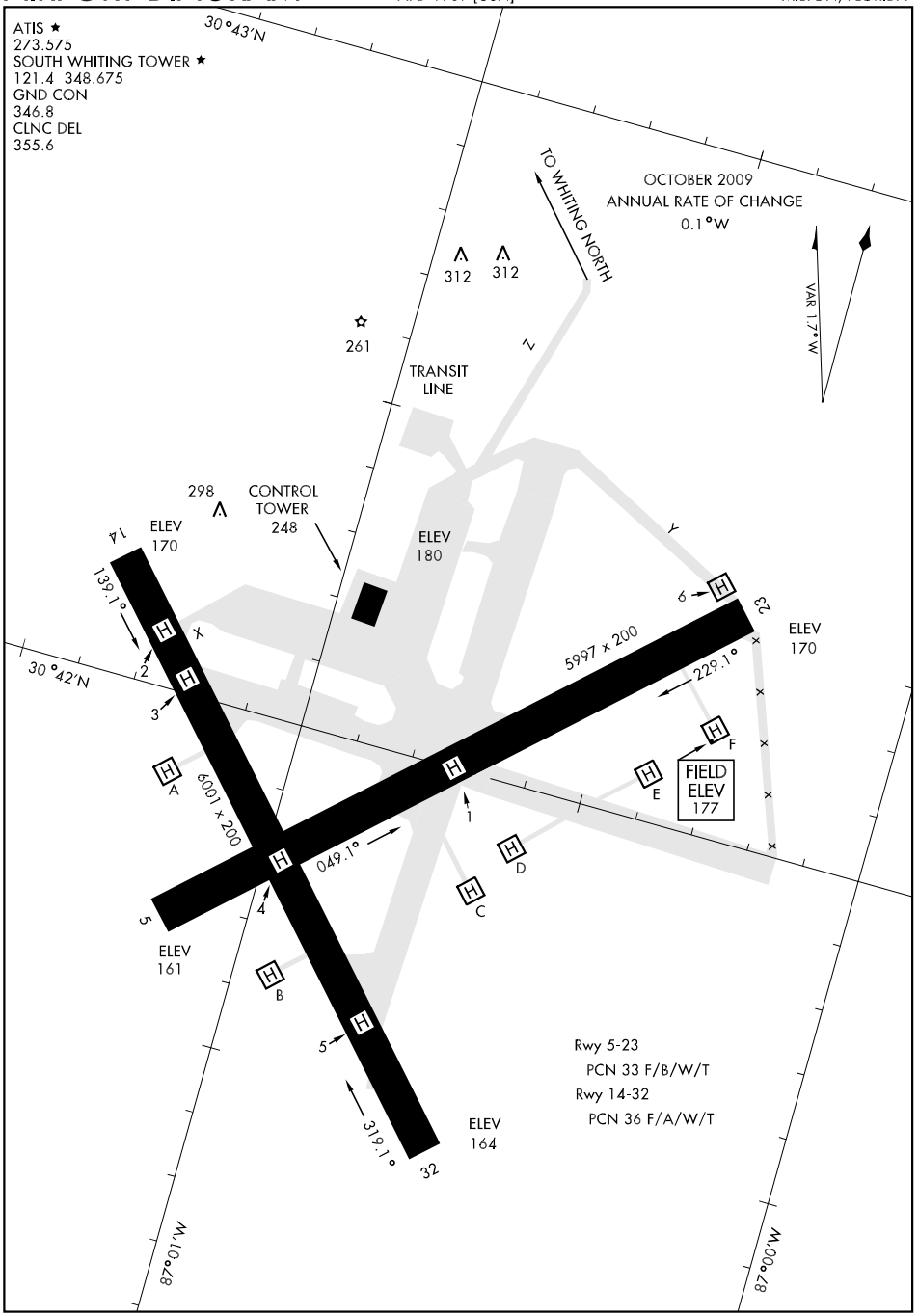
MISSED APPROACH: Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA APP CON	GCO	UNICOM
124.85 385.4	121.725	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 498 (500-1)		580-1¼ 498 (500-1¼)	NA
CIRCLING	660-1 578 (600-1)		660-1½ 578 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010

WHITING FLD NAS NORTH (NSE) N 4 N UTC−6(−5DT) N30°43.35′ W87°01.43′ **NEW ORLEANS**
199 B NOTAM FILE PNS Not insp. **H–6K, 8G, L–21C, 22H**
RWY 05–23: H6002X200 (ASPH) PCN 31 F/A/W/T HIRL **DIAP, AD**
RWY 05: PAPI(P4L)—GA 3.0° TCH 60′. **RWY 23:** PAPI(P4L)—GA 3.0° TCH 52′.
RWY 14–32: H6002X200 (ASPH) PCN 23 F/A/W/T HIRL 0.7% up NW
RWY 14: ALSF1. PAPI(P4L)—GA 3.0° TCH 51′. **RWY 32:** PAPI(P4L)—GA 3.0° TCH 53′.
MILITARY SERVICE: JASU 1(NC–8) **FUEL** J8 **TRAN ALERT** Limited tran line svc avbl Mon–Fri 1400–2200Z‡ only.
MILITARY REMARKS: Opr Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, clsd Sat, Sun and holidays. **RSTD** PPR for practice instrument apch by tran acft. All tran acft ldg Whiting Fld NAS South unless otherwise arranged with OPS Officer. (See Whiting Fld NAS South) 24 hr notice for PPR. **CAUTION** Extremely heavy primary training opr all times. Ponding occurs after moderate to heavy rain—braking action poor.
COMMUNICATIONS: ATIS 290.325 (Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, clsd Sat, Sun and holidays)
Ⓡ **PENSACOLA APP/DEP CON** 126.85 127.35 278.8 298.9
TOWER 121.4 306.925 (Mon–Thu 1200–0300Z‡, Fri 1130–0130Z‡), clsd Sat, Sun and holidays)
GND CON 251.15 **CLNC DEL** 257.775 **PMSV METRO** 316.95 (Mon–Thu 1100–0500Z‡, Fri 1100–0400Z‡, Sun 2300–0300Z‡ clsd Sat and holidays.) **BASE OPS** 233.7
AIRSPACE: CLASS C svc Mon–Thu 1200–0600Z‡, Fri 1130–0600Z‡, Sun 0000–0400Z‡, clsd Sat and holidays, other times Class G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
(L) TACAN Chan 70 NSE (112.3) N30°43.44′ W87°01.09′ at fld. 178/02W.
TACAN unusable:
150°–180°byd 25 NM blo 3,000′
ILS/DME 111.75 I–NSE Chan 54(Y) Rwy 14.
ASR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

WHITING FLD NAS SOUTH (NDZ) N 3 N UTC−6(−5DT) N30°41.91′ W87°00.86′ **NEW ORLEANS**
177 B NOTAM FILE PNS Not insp. **H–6K, 8G, L–21C, 22H**
RWY 05–23: H5997X200 (ASPH) PCN 33 F/B/W/T HIRL **DIAP, AD**
RWY 05: PAPI(P4L). **RWY 23:** PAPI(P4L).
RWY 14–32: H6001X200 (ASPH) PCN 36 F/A/W/T HIRL
RWY 14: PAPI(P4L). **RWY 32:** PAPI(P4L).
MILITARY SERVICE: JASU 1(NC–8) **FUEL** J8
MILITARY REMARKS: Opr Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡ clsd Sat and holidays. **RSTD** PPR for tran acft. DSN 868–7598. PPR for practice apch by tran acft. 24 hr notice for PPR. **CAUTION** Extensive helicopter training opr all times. Ponding occurs after moderate to heavy rain—braking action poor. Steep terrace at roll–out end of Rwy 23. No overrun. **MISC** Limited tran parking avbl. Ctc OMD DSN 868–7717, 5 days in advance for gnd support equipment. Tran acft expect RADAR vectors to PAR Rwy 32. Boundary lighted heliport located N of arpt; Search and Rescue and VIP use only. Tran acft ctc Base OPS 10 minutes prior arrival.
COMMUNICATIONS: ATIS 273.575 (Mon–Thu 1300–0500Z‡, Fri 1300–0400Z‡, Sun 2300–0300Z‡, clsd Sat and holidays)
Ⓡ **PENSACOLA APP/DEP CON** 124.85 385.4
TOWER 121.4 348.675 (Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡), clsd Sat and holidays) **GND CON** 346.8 **CLNC DEL** 355.6
PMSV METRO 316.95 (Mon–Thu 1100–0500Z‡, Fri 1100–0400Z‡, Sun 2300–0300Z‡, clsd Sat and holidays)
BASE OPS 233.7
AIRSPACE: CLASS C svc Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡, clsd Sat and holidays, other times Class G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
(L) TACAN Chan 70 NSE (112.3) N30°43.44′ W87°01.09′ 175° 1.2 NM to fld. 178/02W.
TACAN unusable:
150°–180° byd 25 NM blo 3,000′
SANTA ROSA (L) TACAN Chan 63 NGS (133.6) N30°36.91′ W86°56.24′ 323° 6.4 NM to fld. 147/2W.
ILS/DME 110.55 I–NDZ Chan 42(Y) Rwy 32.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

COPTER RNAV (GPS) 004

APCH CRS	Rwy Idg	5997
004°	TDZE	N/A
	Arpt Elev	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

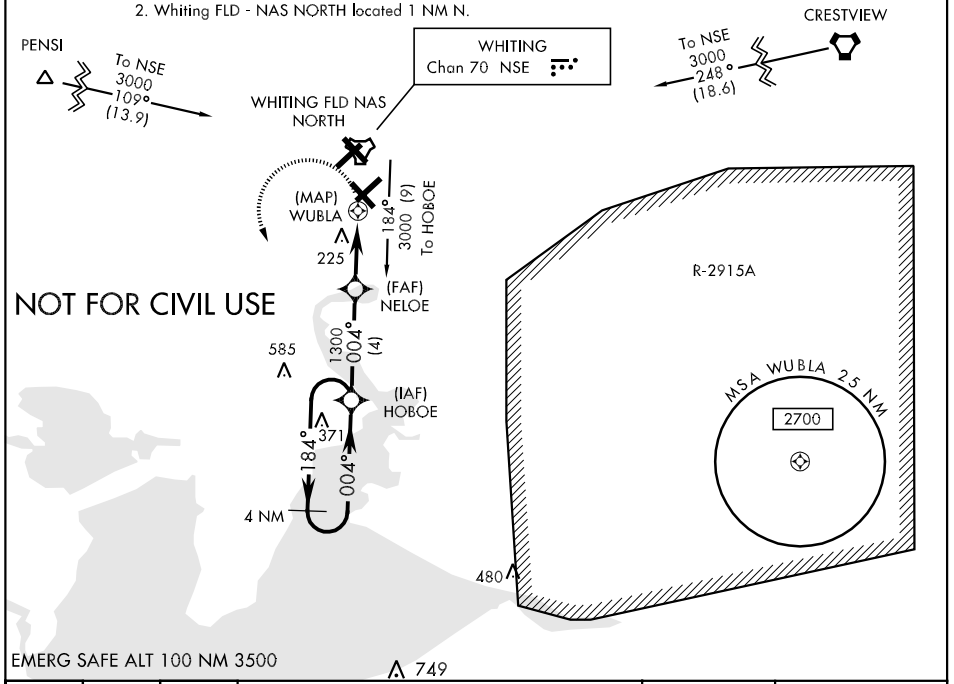
DME/DME RNP-0.3 NA.
Use by tilt rotor aircraft Not Authorized.
Arm approach mode 30 NM from airport.

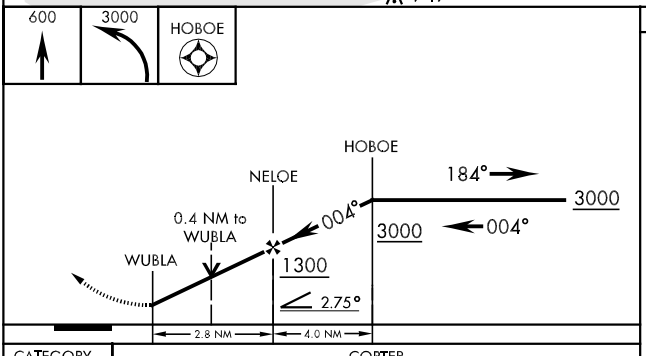
MALSR

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct HOBOE and hold. Contact Pensacola Approach Control.

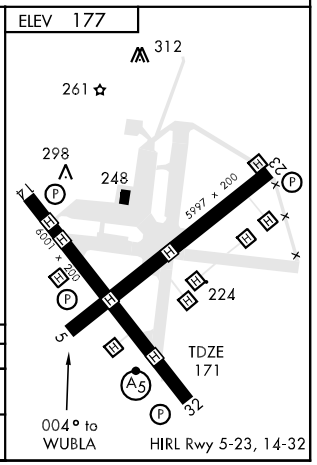
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD - NAS NORTH located 1 NM N.





CATEGORY	COPTER		
LNAV MDA	480-¾	303	(400-¾)
CIRCLING	NOT AUTHORIZED		



MILTON, FLORIDA

30°42'N-87°01'W

WHITING FLD NAS-SOUTH (KNDZ)

Orig 10266

COPTER RNAV (GPS) 004

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

COPTER TACAN 004

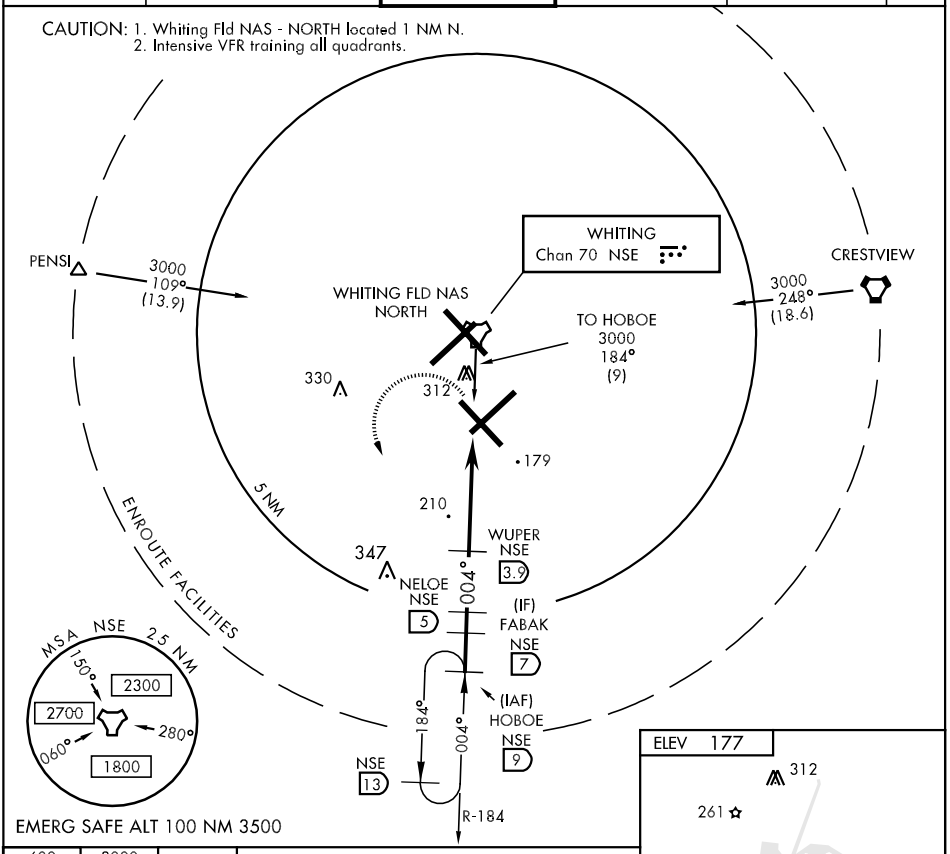
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-1909 [USN]	WHITING FLD NAS - SOUTH (KNDZ)
NSE Chan 70	004°	5997 / N/A / 177		

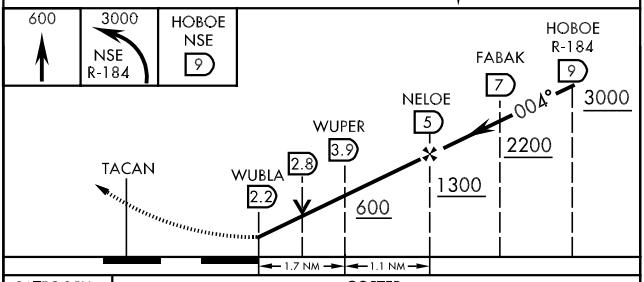
Use by tilt rotor aircraft N/A.

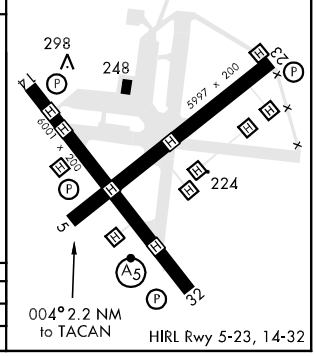
MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-184 to HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Whiting Fld NAS - NORTH located 1 NM N.
2. Intensive VFR training all quadrants.







CATEGORY	COPTER
H-004	540-½ 363 (400-½)
CIRCLING	NOT AUTHORIZED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy Idg	6001
110.55	319°	TDZE	171
Chan 42(Y)		Arpt Elev	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

▼ * When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

MALSR A5

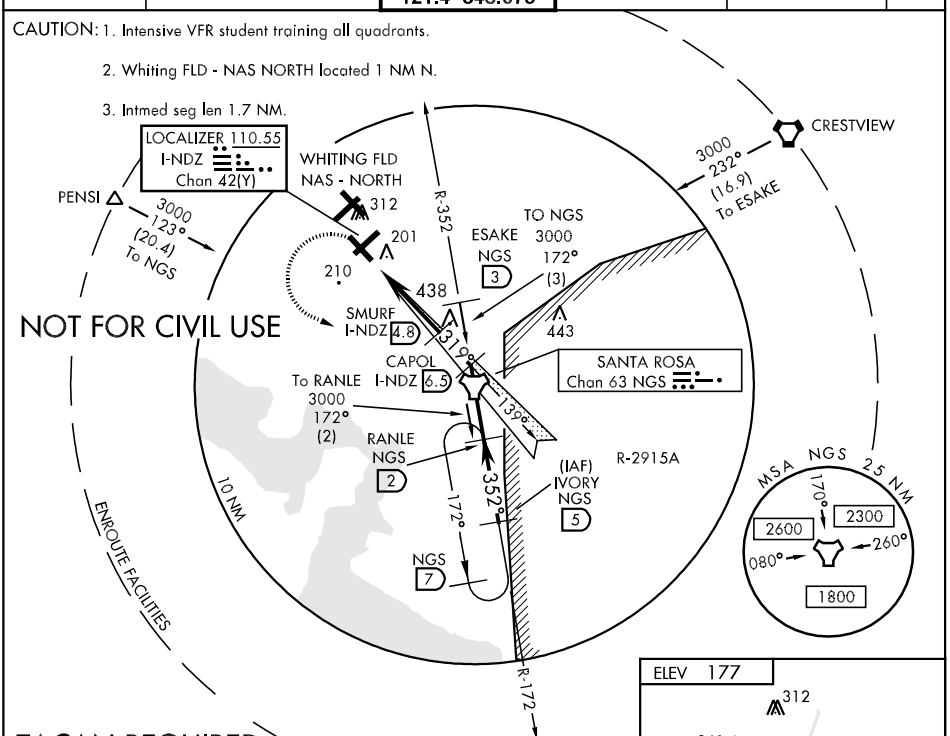
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS *	PENSACOLA APP CON	SOUTH WHITING TOWER *	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.

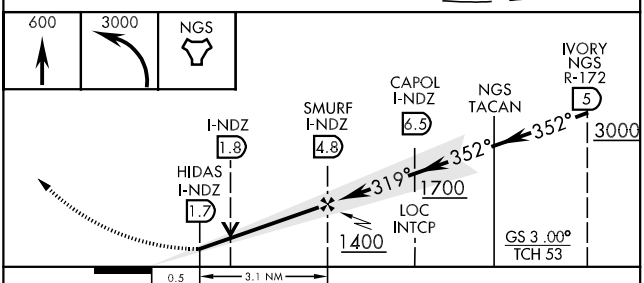
2. Whiting FLD - NAS NORTH located 1 NM N.

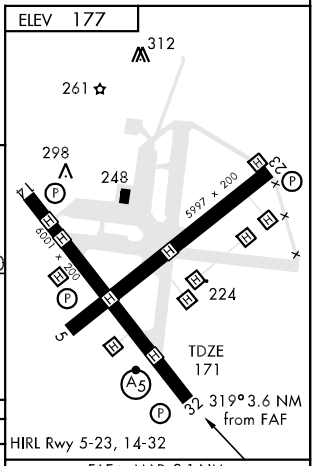
3. Intmed seg len 1.7 NM.



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 32 *	371-½ 200 (200-½)			
S-LOC 32 **	420-½ 249 (300-½)		420-¾ 249 (300-¾)	
CIRCLING ***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Z or RNAV (GPS) RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy ldg 6001
110.55	319°	TDZE 171
Chan 42(Y)		Arpt Elev 177

AL-1909 [USN] WHITING FLD NAS-SOUTH (KNDZ)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
***Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

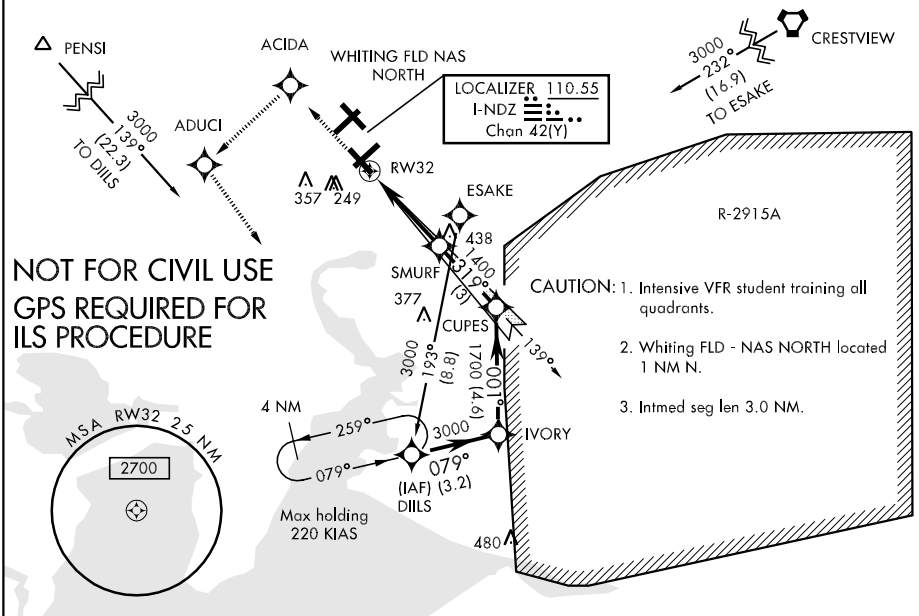
MALSR

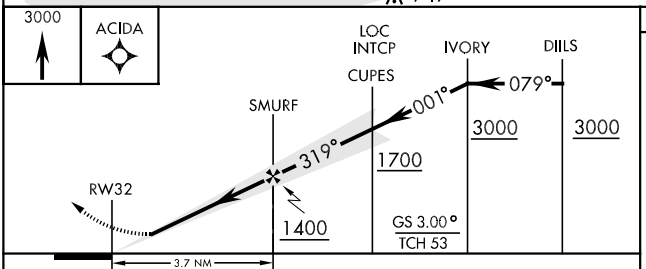
MISSED APPROACH: Climb to 3000 direct ACIDA. Turn left via track 229° to ADUCI, then turn left via track 146° to DIILS and hold. Contact Pensacola Approach Control.

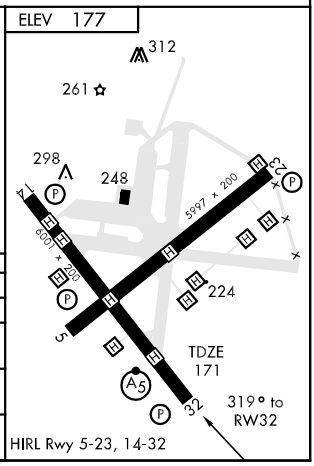
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

BARO VNAV NA below -15°C (4°F).
DME/DME RNP-0.3 NA.

Max approach speed all segments 220 KIAS.







CATEGORY	A	B	C	D
S-ILS 32 *	371- ½	200 (200-½)		
LNAV/ ** VNAV DA	480- ½ 309 (400-½)		480- ¾ 309 (400-¾)	
LNAV MDA**	500- ½ 329 (400-½)		500- ¾ 329 (400-¾)	
CIRCLING***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 32

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NGS Chan 63	322°	6001	171	177

AL-1909 [USN]

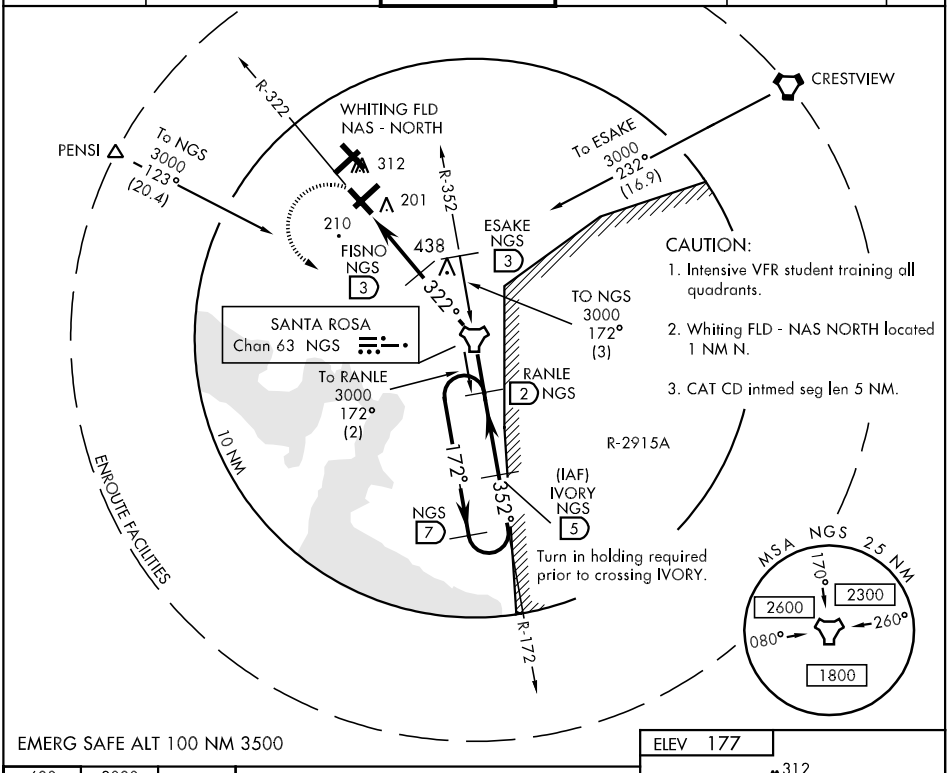
WHITING FLD NAS-SOUTH (KNDZ)

* When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

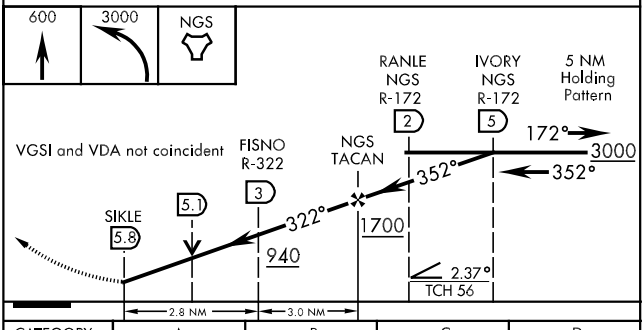
MALSR A5

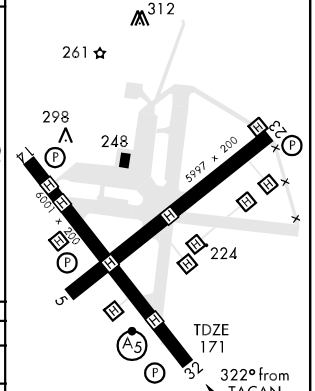
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	



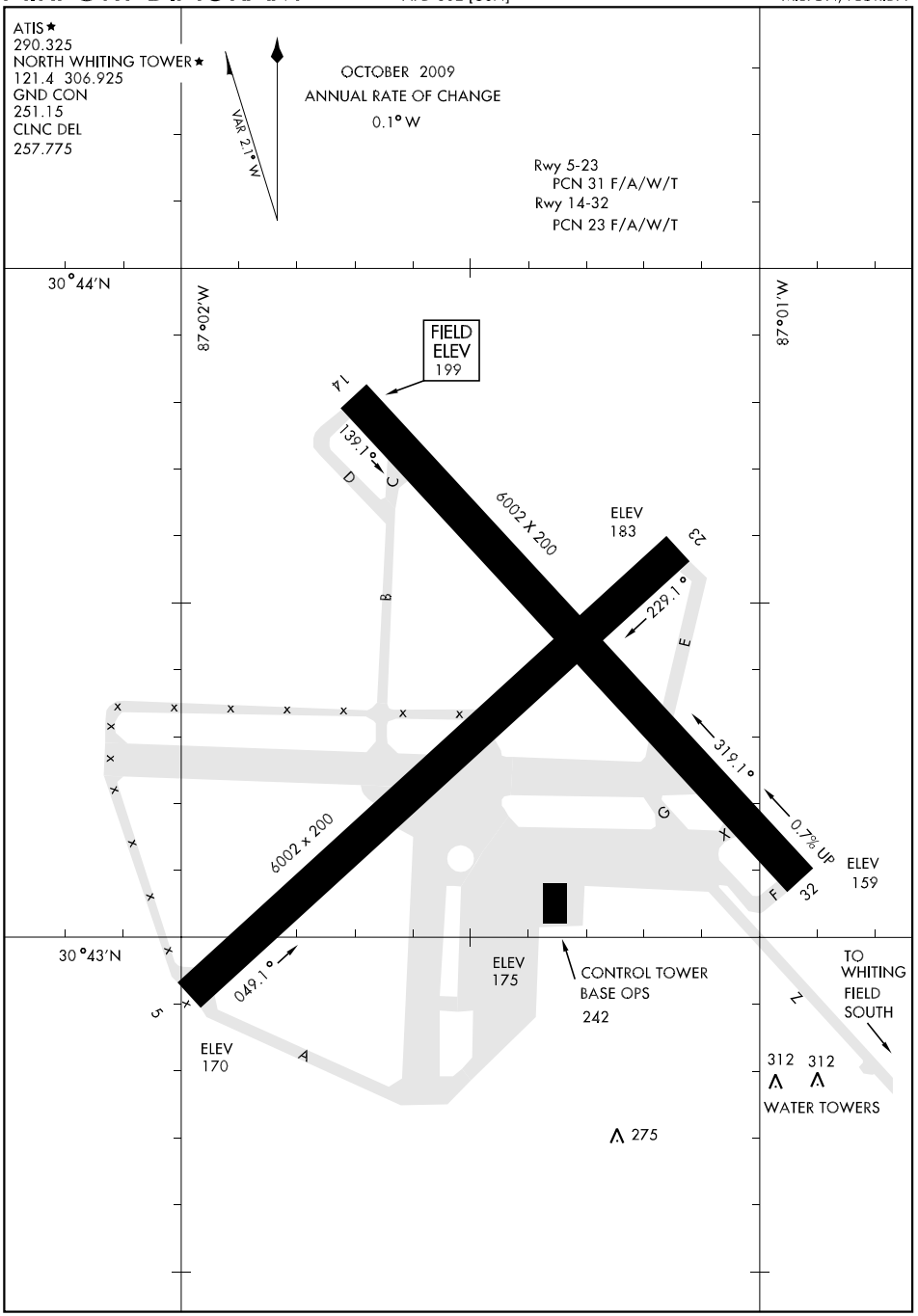
EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-32 *	460-½ 289 (300-½)		460-¾ 289 (300-¾)	
CIRCLING **	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WHITING FLD NAS NORTH (NSE) N 4 N UTC−6(−5DT) N30°43.35′ W87°01.43′ **NEW ORLEANS**
199 B NOTAM FILE PNS Not insp. **H–6K, 8G, L–21C, 22H**
RWY 05–23: H6002X200 (ASPH) PCN 31 F/A/W/T HIRL **DIAP, AD**
RWY 05: PAPI(P4L)—GA 3.0° TCH 60′. **RWY 23:** PAPI(P4L)—GA 3.0° TCH 52′.
RWY 14–32: H6002X200 (ASPH) PCN 23 F/A/W/T HIRL 0.7% up NW
RWY 14: ALSF1. PAPI(P4L)—GA 3.0° TCH 51′. **RWY 32:** PAPI(P4L)—GA 3.0° TCH 53′.
MILITARY SERVICE: JASU 1(NC–8) **FUEL** J8 **TRAN ALERT** Limited tran line svc avbl Mon–Fri 1400–2200Z‡ only.
MILITARY REMARKS: Opr Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, clsd Sat, Sun and holidays. **RSTD** PPR for practice instrument apch by tran acft. All tran acft ldg Whiting Fld NAS South unless otherwise arranged with OPS Officer. (See Whiting Fld NAS South) 24 hr notice for PPR. **CAUTION** Extremely heavy primary training opr all times. Ponding occurs after moderate to heavy rain—braking action poor.
COMMUNICATIONS: ATIS 290.325 (Mon–Thu 1300–0500Z‡, Fri 1300–2300Z‡, clsd Sat, Sun and holidays)
Ⓡ **PENSACOLA APP/DEP CON** 126.85 127.35 278.8 298.9
TOWER 121.4 306.925 (Mon–Thu 1200–0300Z‡, Fri 1130–0130Z‡), clsd Sat, Sun and holidays)
GND CON 251.15 **CLNC DEL** 257.775 **PMSV METRO** 316.95 (Mon–Thu 1100–0500Z‡, Fri 1100–0400Z‡, Sun 2300–0300Z‡ clsd Sat and holidays.) **BASE OPS** 233.7
AIRSPACE: CLASS C svc Mon–Thu 1200–0600Z‡, Fri 1130–0600Z‡, Sun 0000–0400Z‡, clsd Sat and holidays, other times Class G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
(L) TACAN Chan 70 NSE (112.3) N30°43.44′ W87°01.09′ at fld. 178/02W.
TACAN unusable:
150°–180°byd 25 NM blo 3,000′
ILS/DME 111.75 I–NSE Chan 54(Y) Rwy 14.
ASR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

WHITING FLD NAS SOUTH (NDZ) N 3 N UTC−6(−5DT) N30°41.91′ W87°00.86′ **NEW ORLEANS**
177 B NOTAM FILE PNS Not insp. **H–6K, 8G, L–21C, 22H**
RWY 05–23: H5997X200 (ASPH) PCN 33 F/B/W/T HIRL **DIAP, AD**
RWY 05: PAPI(P4L). **RWY 23:** PAPI(P4L).
RWY 14–32: H6001X200 (ASPH) PCN 36 F/A/W/T HIRL
RWY 14: PAPI(P4L). **RWY 32:** PAPI(P4L).
MILITARY SERVICE: JASU 1(NC–8) **FUEL** J8
MILITARY REMARKS: Opr Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡ clsd Sat and holidays. **RSTD** PPR for tran acft. DSN 868–7598. PPR for practice apch by tran acft. 24 hr notice for PPR. **CAUTION** Extensive helicopter training opr all times. Ponding occurs after moderate to heavy rain—braking action poor. Steep terrace at roll–out end of Rwy 23. No overrun. **MISC** Limited tran parking avbl. Ctc OMD DSN 868–7717, 5 days in advance for gnd support equipment. Tran acft expect RADAR vectors to PAR Rwy 32. Boundary lighted heliport located N of arpt; Search and Rescue and VIP use only. Tran acft ctc Base OPS 10 minutes prior arrival.
COMMUNICATIONS: ATIS 273.575 (Mon–Thu 1300–0500Z‡, Fri 1300–0400Z‡, Sun 2300–0300Z‡, clsd Sat and holidays)
Ⓡ **PENSACOLA APP/DEP CON** 124.85 385.4
TOWER 121.4 348.675 (Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡), clsd Sat and holidays) **GND CON** 346.8 **CLNC DEL** 355.6
PMSV METRO 316.95 (Mon–Thu 1100–0500Z‡, Fri 1100–0400Z‡, Sun 2300–0300Z‡, clsd Sat and holidays)
BASE OPS 233.7
AIRSPACE: CLASS C svc Mon–Thu 1400–0600Z‡, Fri 1400–0400Z‡, Sun 0000–0400Z‡, clsd Sat and holidays, other times Class G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
(L) TACAN Chan 70 NSE (112.3) N30°43.44′ W87°01.09′ 175° 1.2 NM to fld. 178/02W.
TACAN unusable:
150°–180° byd 25 NM blo 3,000′
SANTA ROSA (L) TACAN Chan 63 NGS (133.6) N30°36.91′ W86°56.24′ 323° 6.4 NM to fld. 147/2W.
ILS/DME 110.55 I–NDZ Chan 42(Y) Rwy 32.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ILS Y or LOC/DME RWY 14

LOC/DME I-NSE	APCH CRS	Rwy Idg	6002
111.75	139°	TDZE	199
Chan 54(Y)		Arpt Elev	199

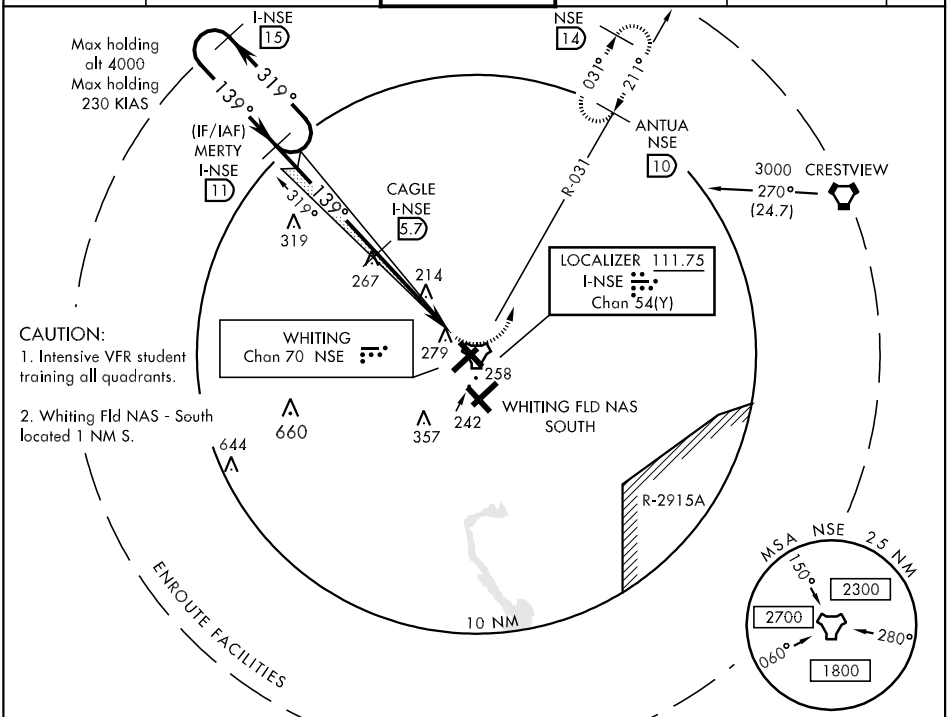
AL-602 [USN] — WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

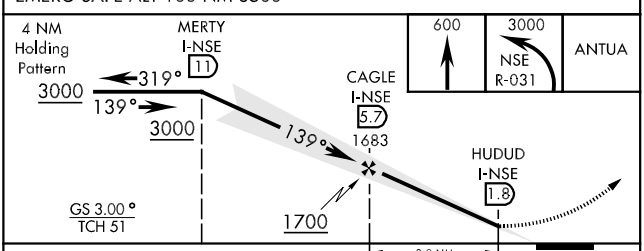
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 to intercept NSE TACAN R-031 to ANTUA and hold. Contact Pensacola APP CON.

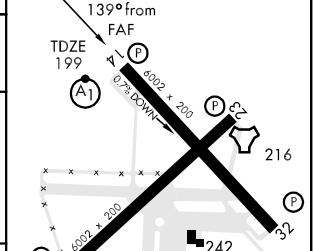
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
S-LOC 14 **	480-½ 281 (300-½)			
CIRCLING ***	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Z or RNAV (GPS) RWY 14

LOC/DME I-NSE	APCH CRS	Rwy Idg	6002
111.75	139°	TDZE	199
Chan 54(Y)		Arpt Elev	199

AL-602 [USN] — WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct ANTUA and hold. Contact Pensacola APP CON.

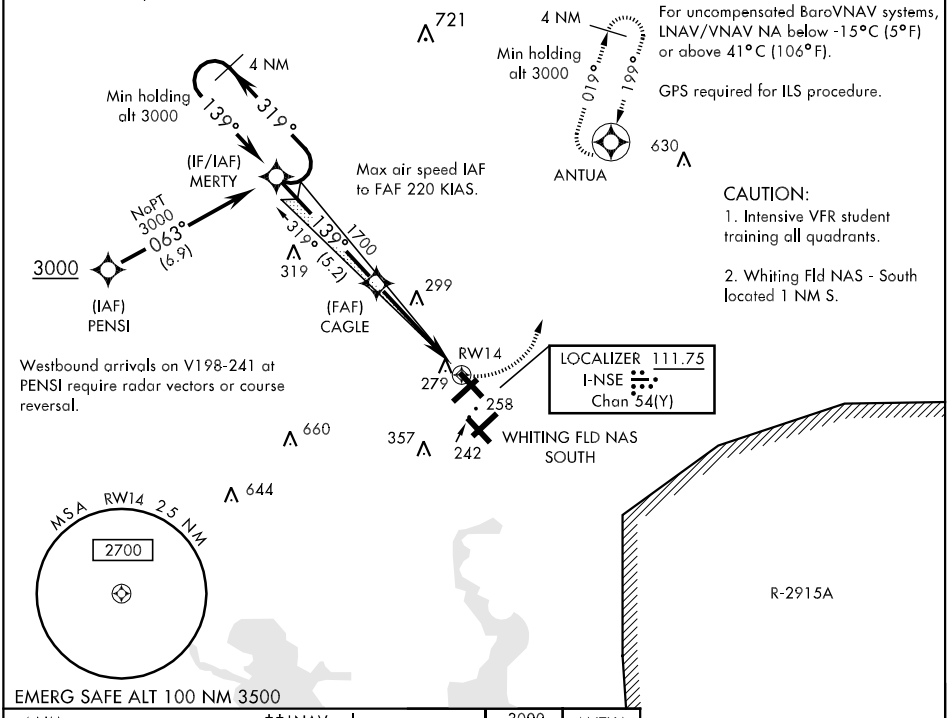
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

DME/DME RNP-0.3 NA.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).

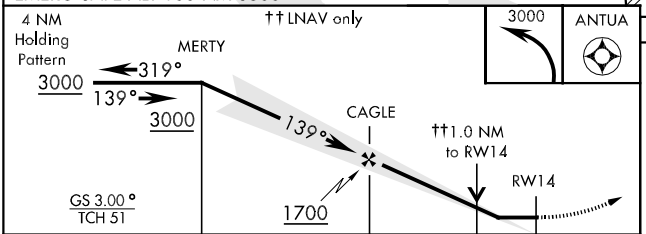
GPS required for ILS procedure.



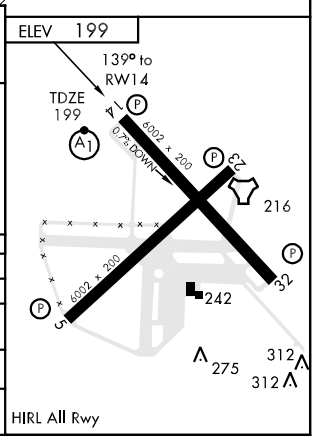
CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

Westbound arrivals on V198-241 at PENSI require radar vectors or course reversal.

EMERG SAFE ALT 100 NM 3500



†† LNAV only



CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
LNAV/VNAV DA **	460-½ 261 (300-½)			
LNAV MDA ***	560-½ 361 (400-½)			560-¾ 361 (400-¾)
CIRCLING †	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

ILS Z or RNAV (GPS) RWY 14

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	TDZE	Arpt Elev
229°	6002	183	199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
DME/DME RNP-0.3 NA

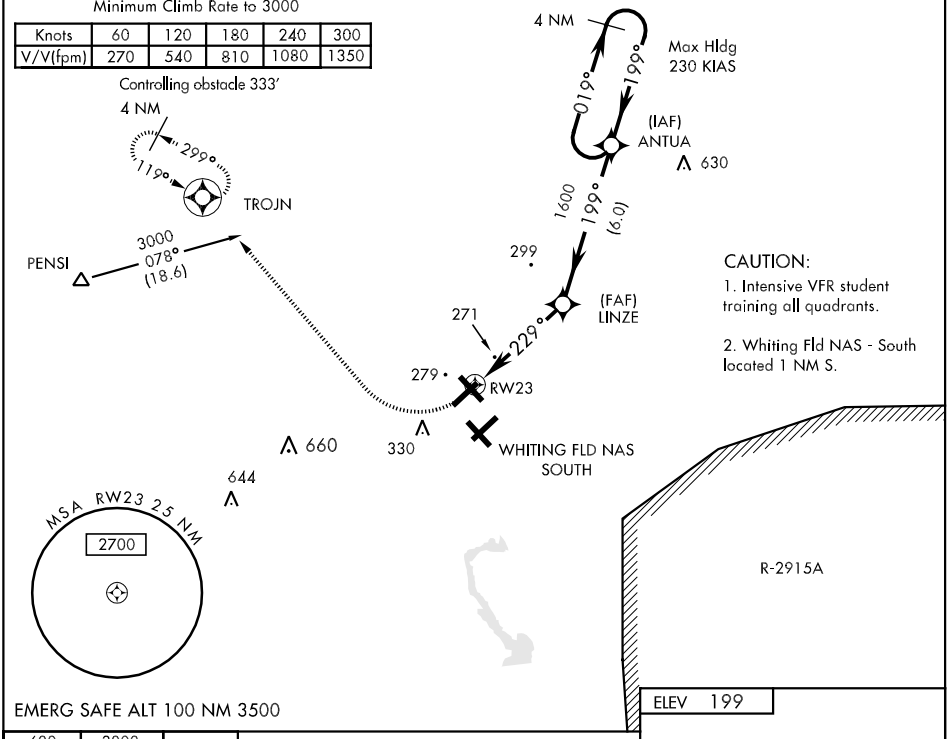
† MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct TROJN and hold. Contact Pensacola APP CON.

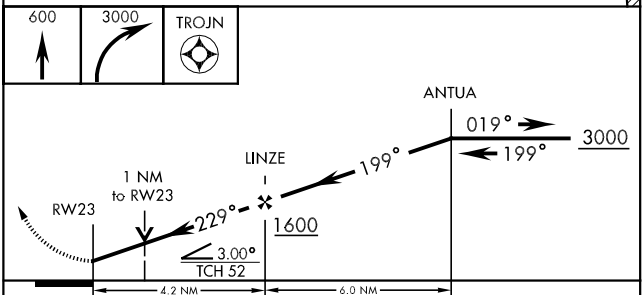
ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

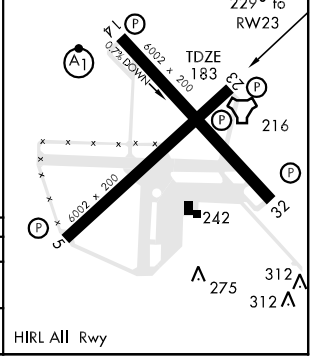
† CAUTION: Missed Approach
Minimum Climb Rate to 3000

Knots	60	120	180	240	300
V/V(fpm)	270	540	810	1080	1350

Controlling obstacle 333'







CATEGORY	A	B	C	D
LNAV MDA	540-1 357 (400-1)			540-1¼ 357 (400-1¼)
CIRCLING *	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	6002
Chan 70	052°	TDZE	180
		Arpt Elev	199

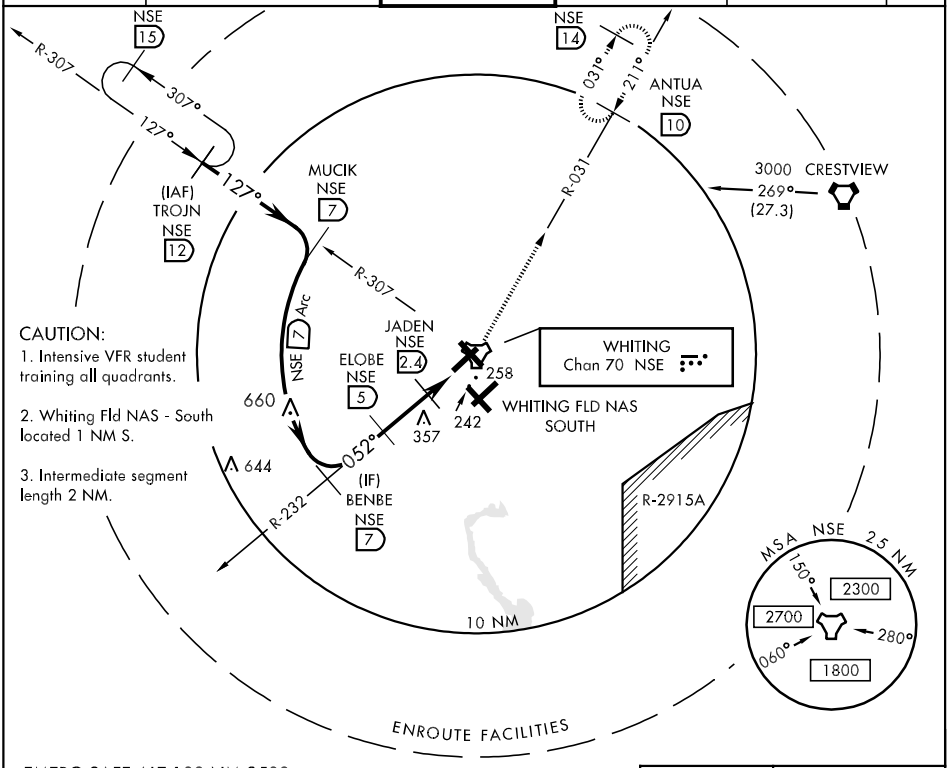
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

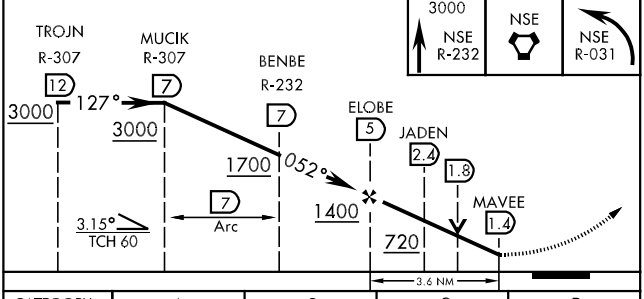
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

MISSED APPROACH: Climb to 3000 via R-232 to NSE TACAN, then via NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

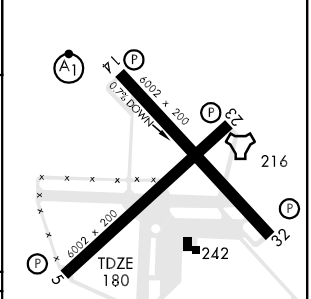
ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



EMERG SAFE ALT 100 NM 3500



ELEV 199



CATEGORY	A	B	C	D
S-5	500-1 320 (400-1)			
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 14

TACAN	APCH CRS	Rwy Idg	6002
NSE Chan 70	127°	TDZE	199
		Arpt Elev	199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

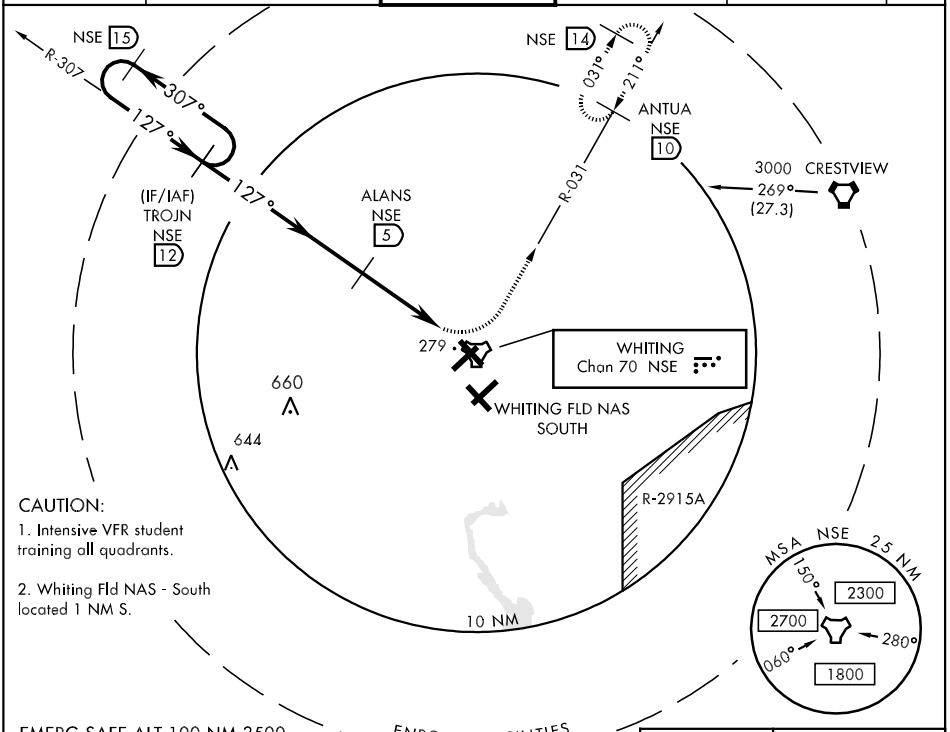
* When ALS inop, increase vis CAT ABCD to 1 mile.

** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



CAUTION:

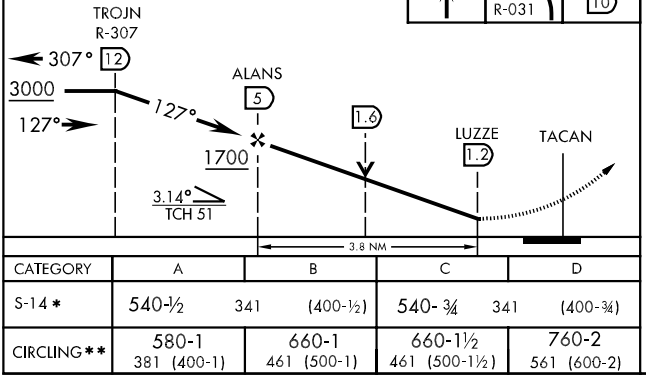
1. Intensive VFR student training all quadrants.

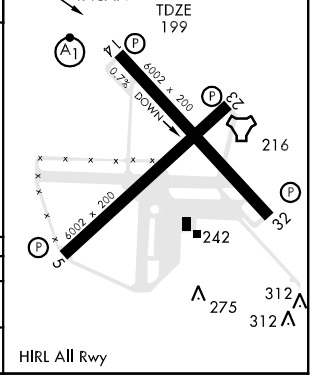
2. Whiting Fld NAS - South located 1 NM S.

EMERG SAFE ALT 100 NM 3500

ENROUTE FACILITIES

ELEV 199





HIRL All Rwy

CATEGORY	A	B	C	D
S-14 ★	540-½ 341 (400-½)		540-¾ 341 (400-¾)	
CIRCLING ★★	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	6002
NSE Chan 70	211°	TDZE	183
		Arpt Elev	199

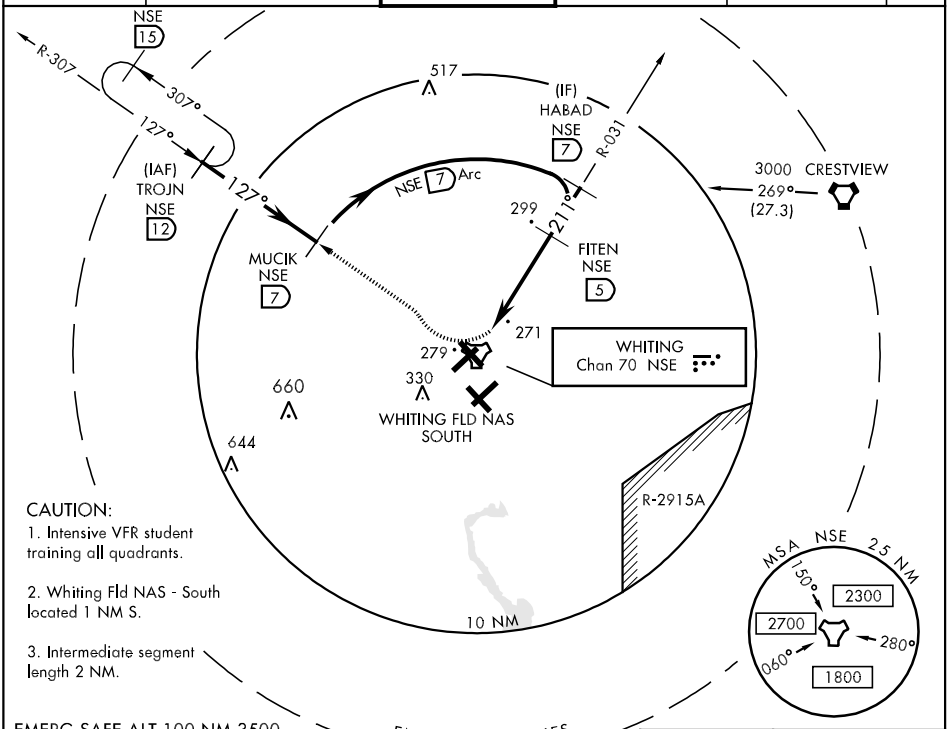
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

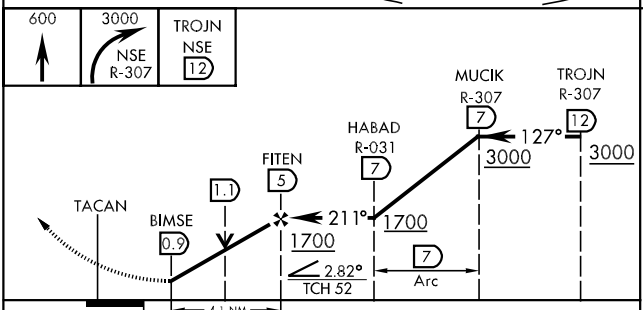
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

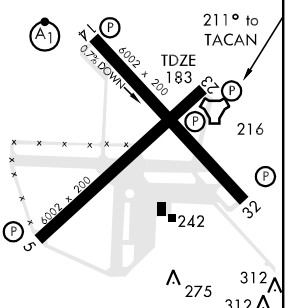
MISSED APPROACH: Climb to 600, then climbing right turn to 3000, intercept NSE R-307 to TROJN and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



ELEV 199





HIRL All Rwy

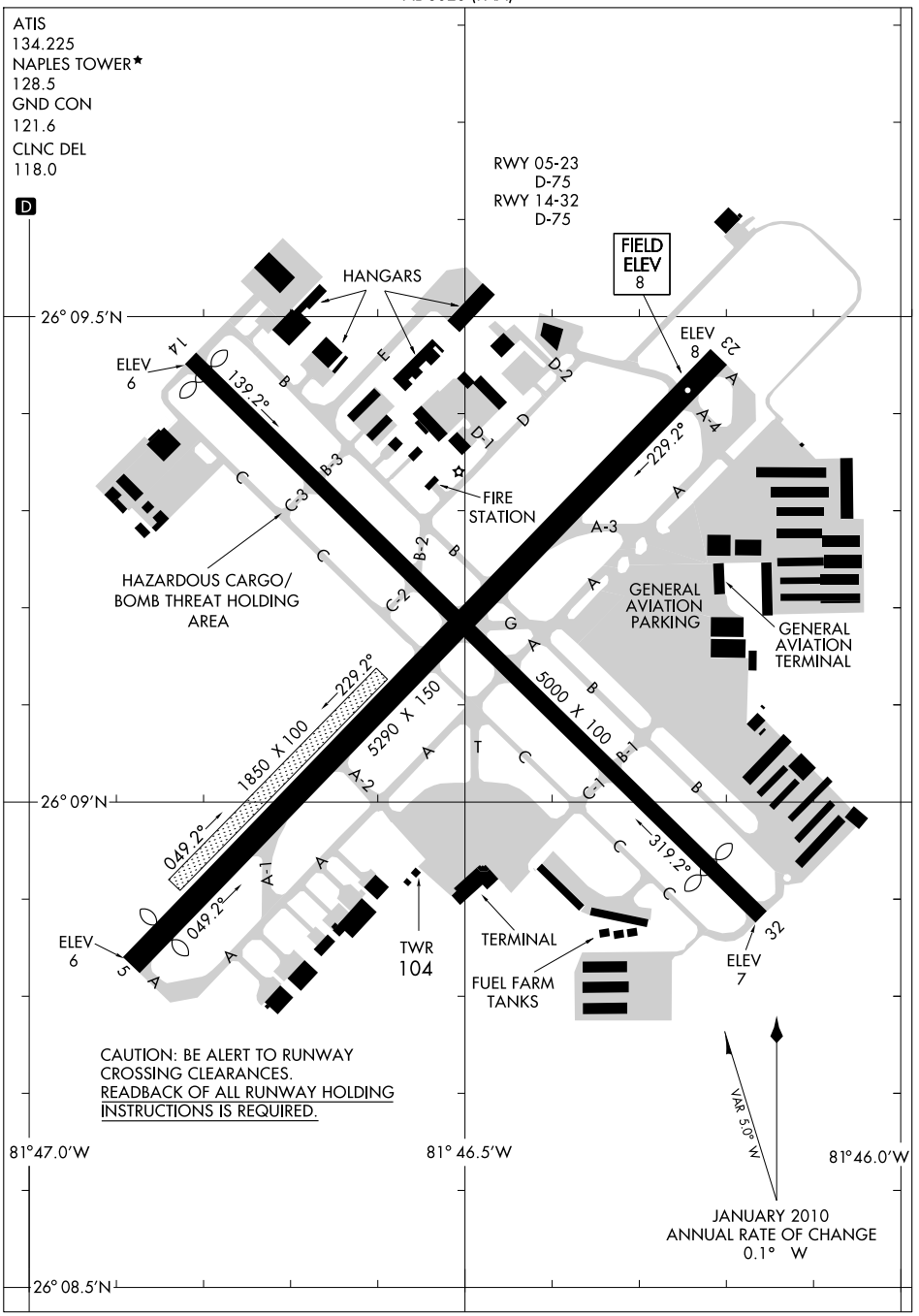
CATEGORY	A	B	C	D
S-23	540-1	357	(400-1)	540-1¼ 357 (400-1¼)
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-6020 (FAA)

NAPLES MUNI (APF)
NAPLES, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

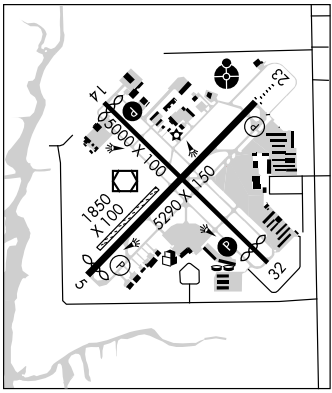
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NAPLES, FLORIDA
NAPLES MUNI (APF)

10210

NAPLES MUNI (APF) 2 NE UTC−5(−4DT) N26°09.14′ W81°46.55′ **MIAMI**
8 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks Class I, ARFF Index A **H–8H, L–21D, 23B**
NOTAM FILE APF **IAP, AD**



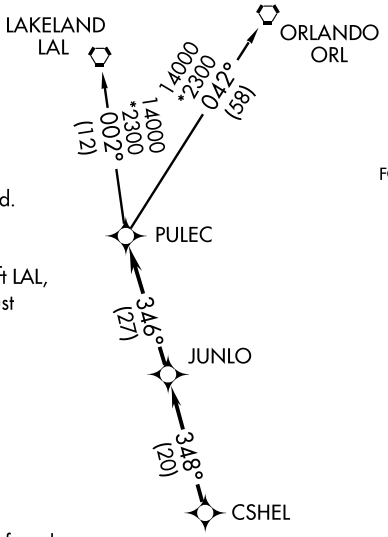
RWY 05–23: H5290X150 (ASPH–GRVD) D–75 MIRL
RWY 05: REIL. PAPI(P4R)—GA 3.5° TCH 30′. Thld dsplcd 290′. Bldg. Rgt tfc.
RWY 23: ODALS. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 14–32: H5000X100 (ASPH) D–75 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.5° TCH 40′. Thld dsplcd 128′. Rgt tfc.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Thld dsplcd 450′.
RWY SW/NE: 1850X100 (TURF)
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5000	TODA–5290	ASDA–5000	LDA–5000
RWY 14:	TORA–5000	TODA–5000	ASDA–4550	LDA–4420
RWY 23:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 32:	TORA–5000	TODA–5000	ASDA–4870	LDA–4420

AIRPORT REMARKS: Attended 1100–0300Z‡. CLOSED to all acft exceeding 75,000 lbs maximum gross weight dual gear as indicated on acft operating certificate issued by the manufacturer. Extremely noise sensitive area all quadrants. All turbojets use close-in noise abatement procedures. Stage 1 jet acft and Stage 2 jet acft ops prohibited. Voluntary restrictions exist for Stage 3 jet acft ops 0300–1200Z‡. Voluntary restraint from touch and go ops 0300–1200Z‡. Use care when exiting Rwy 05 onto Twy G. Do not turn onto Rwy 14–32 unless instructed by ATC. Use of turf Rwy SW–NE restricted to individuals who have reviewed and signed letter of agreement avbl at General Aviation Terminal. TPA for single engine acft 1008(1000). Twy C from C–1 to the AER 32 not visible from the twr. When twr clsd ACTIVATE MIRL Rwys 14–32, 05–23, PAPI Rwy 14 and Rwy 32, REIL Rwy 14, Rwy 32, Rwy 05 and ODALS Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS (239) 643–9886.
COMMUNICATIONS: CTAF 128.5 **ATIS** 134.225 (239) 643–5230
RCO 123.6 (MIAMI RADIO)
Ⓡ **FORT MYERS APP/DEP CON** 119.75 (1100–0500Z‡)
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
TOWER 128.5 (1100–0300Z‡) **GND CON** 121.6 **CLNC DEL** 118.0
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE APF.
CYPRESS (T) VORW/DME 108.6 CYY Chan 23 N26°09.21′ W81°46.69′ at fld. 9/03W.
COMM/NAV/WEATHER REMARKS: UNICOM FREQ, pilots may ctc Naples Airport Authority for UNICOM svcs on 128.825.

NASA SHUTTLE LANDING FACILITY (TTS) NASA 6 E UTC−5(−4DT) **JACKSONVILLE**
N28°36.90′ W80°41.67′ **H–8I, L–24F**
10 B Class I, ARFF Index Ltd. NOTAM FILE PIE **DIAP**
RWY 15–33: H15000X300 (CONC–GRVD) S–120, D–220, 2S–175, 2D–500, 2D/2D2–800 HIRL (NSTD) CL
RWY 15: ALSF2. **RWY 33:** ALSF2.
MILITARY SERVICE: LGT For HIRL Rwy 15–33 ctc twr—128.55. Rwy 15–33 NSTD HIRL; 85′ from rwy edge. Centerline lights Rwy 15–33 NSTD, 10,000′. **JASU** 3(M32A–60A) Must be scheduled in advance. **FUEL** J8. Must be scheduled 24 hr in advance.
MILITARY REMARKS: Attended 1100–0330Z‡. **RSTD** Official Business Only. For PPR telephone C321–867–2100. Airfield unattended holidays. **CAUTION** Numerous birds in vicinity of arpt. Part of ramp not visible from twr. Portions of rwy not visible from Base OPS. **MISC** The mid 8000′ of Rwy 15–33 grooved. Limited twy and ramp space. WX DSN phone (45 Wx sqn) DSN 467–8484, C321–853–8484.
COMMUNICATIONS: CTAF 123.6
Ⓡ **ORLANDO APP/DEP CON** 134.95 281.425
TOWER 128.55 284.0 (weekdays 1300–0100Z‡ except holidays, other times as required) **GND CON** 121.75
PMSV METRO 344.6 For backup support, ctc 26 OWS at C318–529–2651
AIRSPACE: CLASS D svc weekdays 1300–0100Z‡ except holidays, other times as required, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.
KENNEDY SPACE CENTER (H) TACAN Chan 59(Y) TTS (112.25) N28°37.57′ W80°41.75′ at fld. 57/0E. No NOTAM, intermittent opr.

CSHEL FOUR DEPARTURE (RNAV)



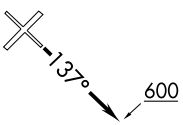
ATIS
134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER ★
128.5 (CTAF)
FORT MYERS DEP CON ★
119.75 327.8

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For NON-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 5: Trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL.
Rwy 14: Trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL.
Rwy 23: Trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL.
Rwy 32: Trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

TAKEOFF MINIMUMS
Rwy 5, 14, 23, 32: Standard.



NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

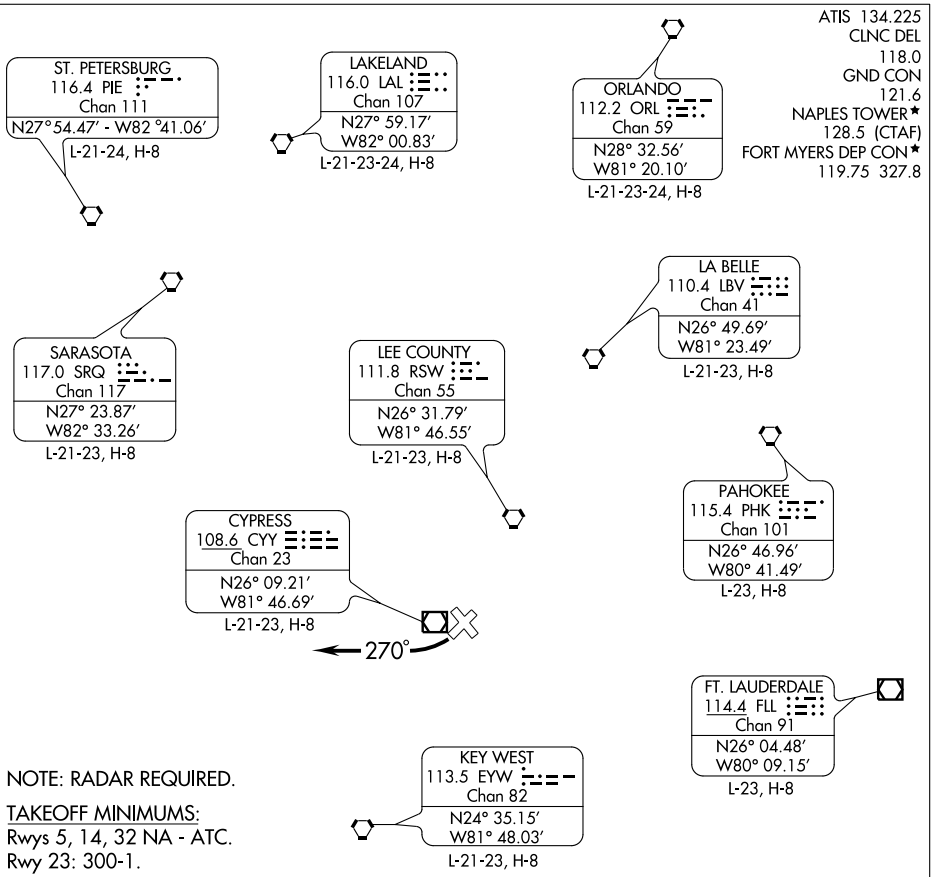
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

NAPLES TWO DEPARTURE



NOTE: RADAR REQUIRED.

TAKEOFF MINIMUMS:
Rwys 5, 14, 32 NA - ATC.
Rwy 23: 300-1.

OBSTACLE NOTE:
RWY 23; Trees 400 feet left and right of departure end of runway, up to 100 feet AGL/110 feet MSL.

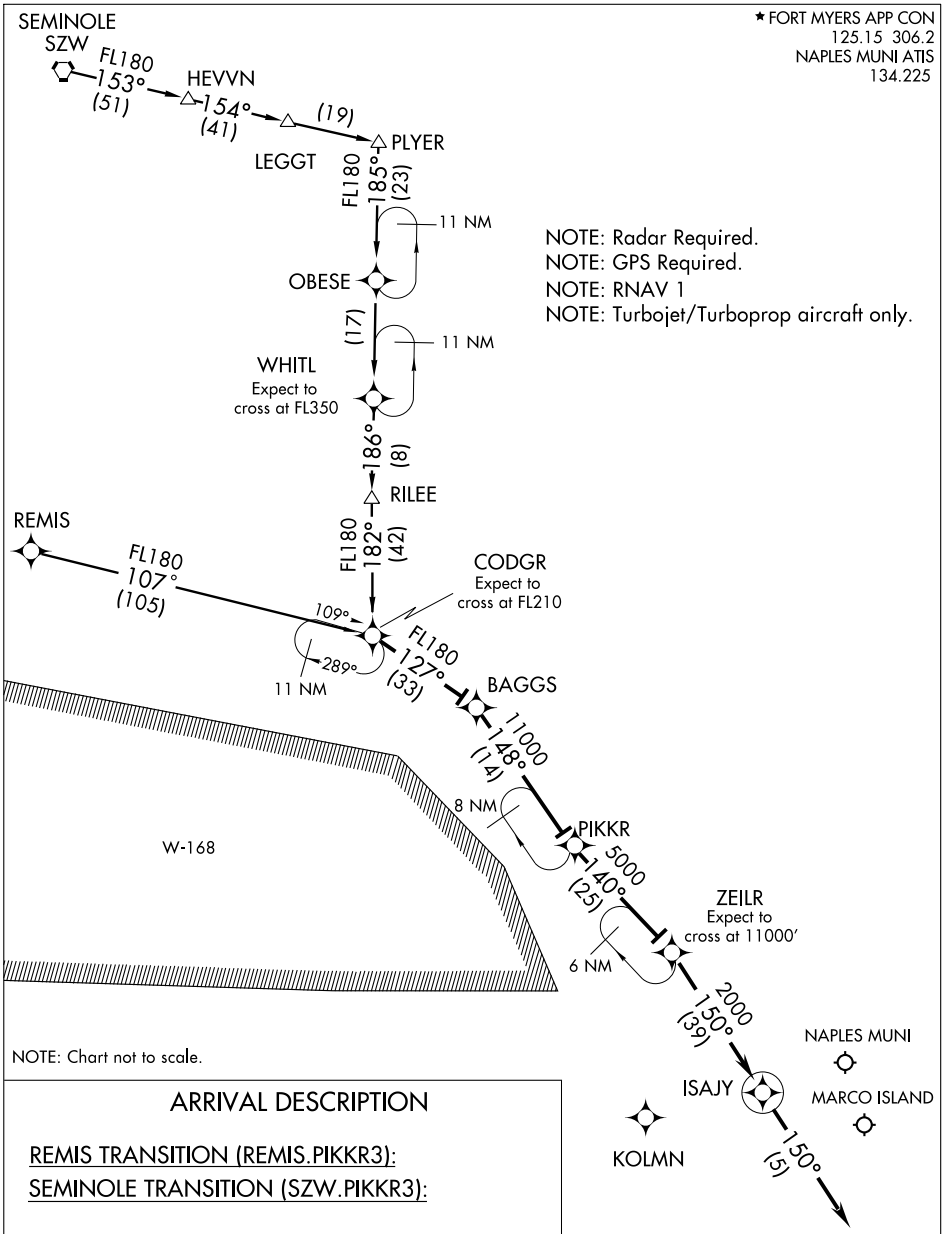
NOISE ABATEMENT NOTE:
Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 23: Turn right heading 270°. Climb and maintain 2000. Expect radar vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):
SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 73015 W05A	APP CRS 047°	Rwy Idg 5000 TDZE 8 Apt Elev 8

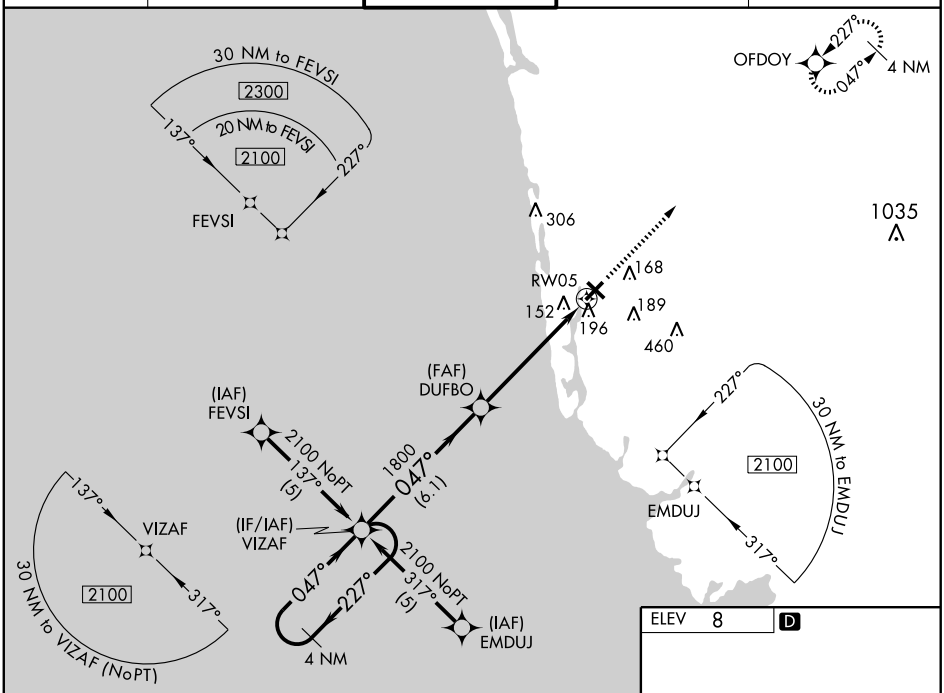
RNAV (GPS) RWY 5

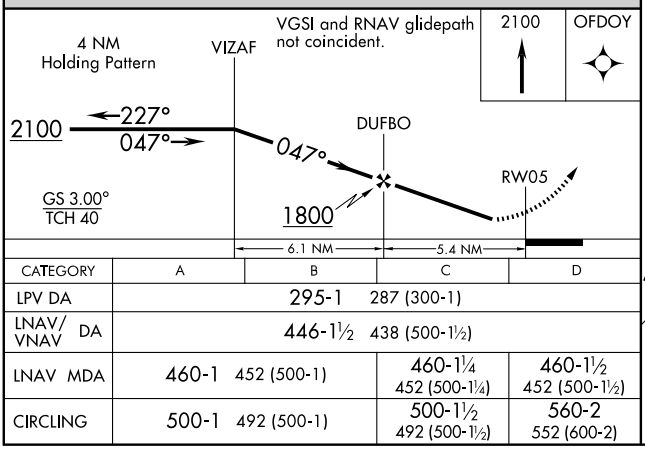
NAPLES MUNI (APF)

Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile

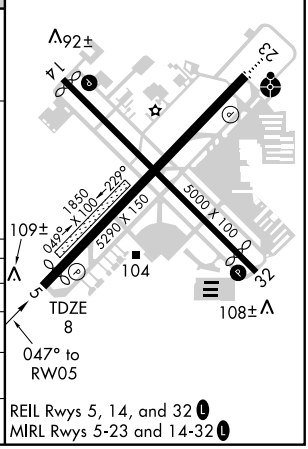
MISSED APPROACH: Climb to 2100 direct OFDOY and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





CATEGORY	A	B	C	D
LPV DA	295-1	287 (300-1)		
LNAV/VNAV DA	446-1½	438 (500-1½)		
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)



REIL Rwys 5, 14, and 32 L
MIRL Rwys 5-23 and 14-32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 69314 W23A	APP CRS 227°	Rwy Idg 5000 / TDZE 8 / Apt Elev 8

RNAV (GPS) RWY 23

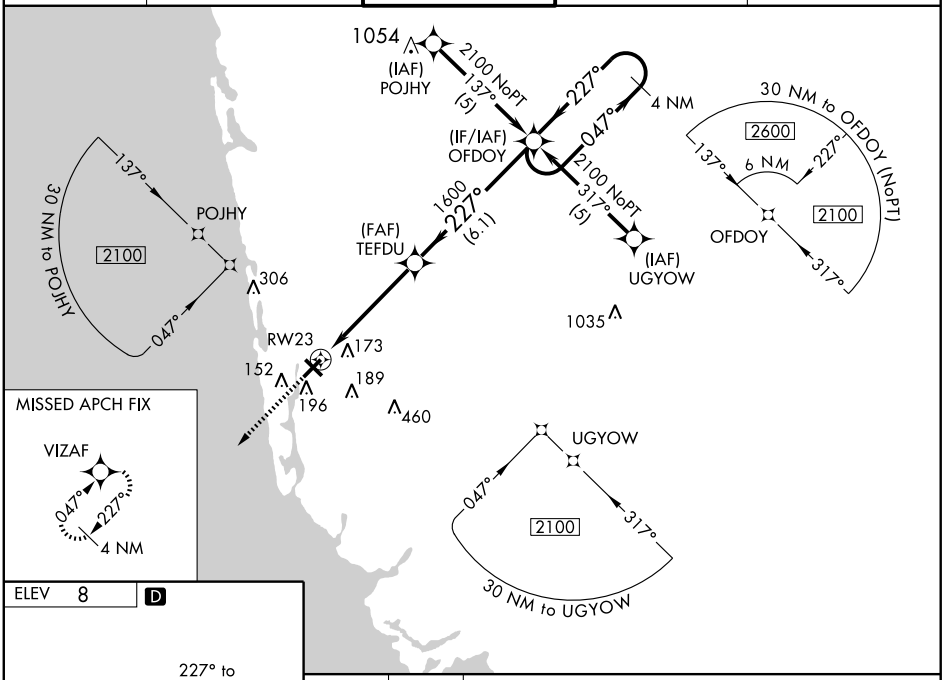
NAPLES MUNI (APF)

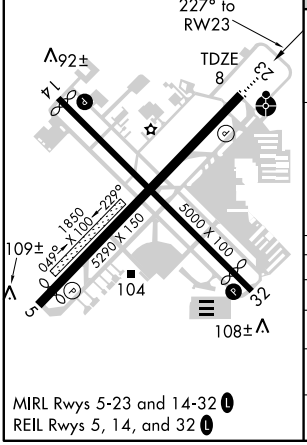
Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

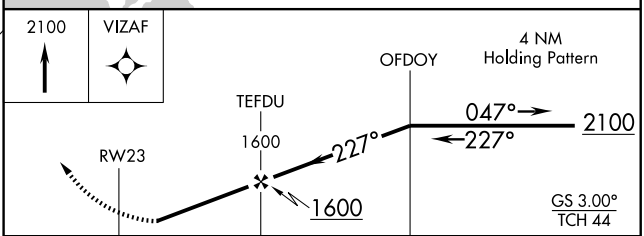
ODALS

MISSED APPROACH: Climb to 2100 direct VIZAF and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





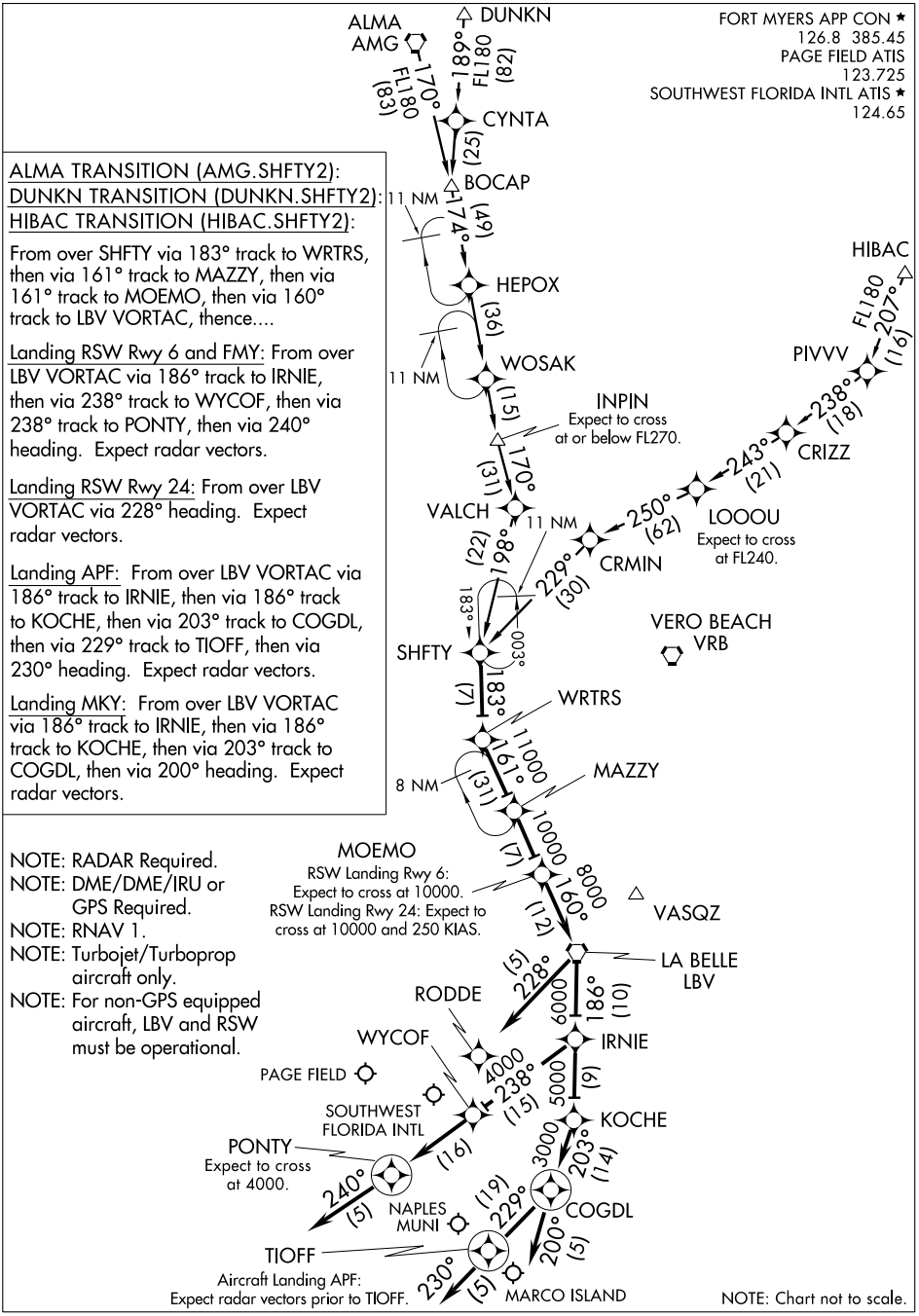


CATEGORY	A	B	C	D
LPV DA	313-1	305 (400-1)		
LNAV/VNAV DA	461-1½	453 (500-1½)		
LNAV MDA	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



ALMA TRANSITION (AMG.SHFTY2):
DUNKN TRANSITION (DUNKN.SHFTY2):
HIBAC TRANSITION (HIBAC.SHFTY2):

From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV VORTAC, thence....

Landing RSW Rwy 6 and FMY: From over LBV VORTAC via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. Expect radar vectors.

Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect radar vectors.

Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. Expect radar vectors.

Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect radar vectors.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA

(SHFTY.SHFTY2) 10154

AL-6020 (FAA)

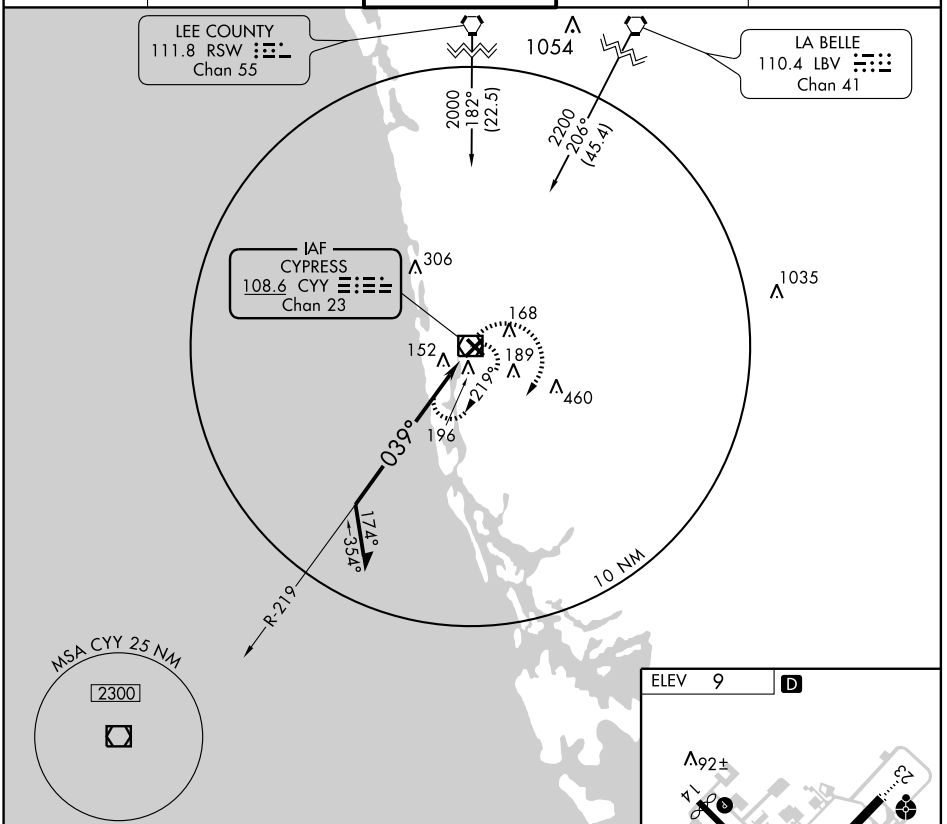
VOR RWY 5

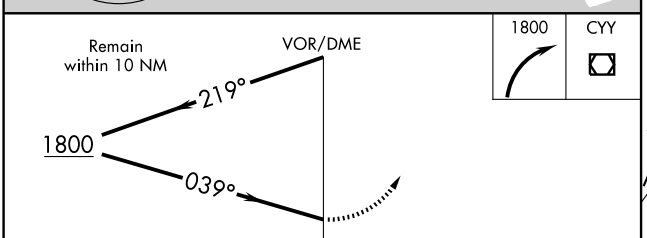
NAPLES MUNI (APF)

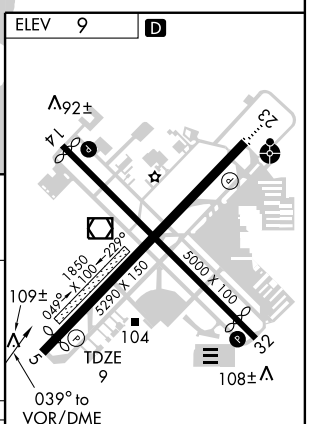
VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	039°	TDZE	9
Chan 23		Apt Elev	9

MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON ★	NAPLES TOWER ★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0







CATEGORY	A	B	C	D
S-5	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	500-1 491 (500-1)		500-1½ 491 (500-1½)	560-2 551 (600-2)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME CYY 108.6 Chan 23	APP CRS 235°	Rwy Idg 5000 TDZE 8 Apt Elev 8

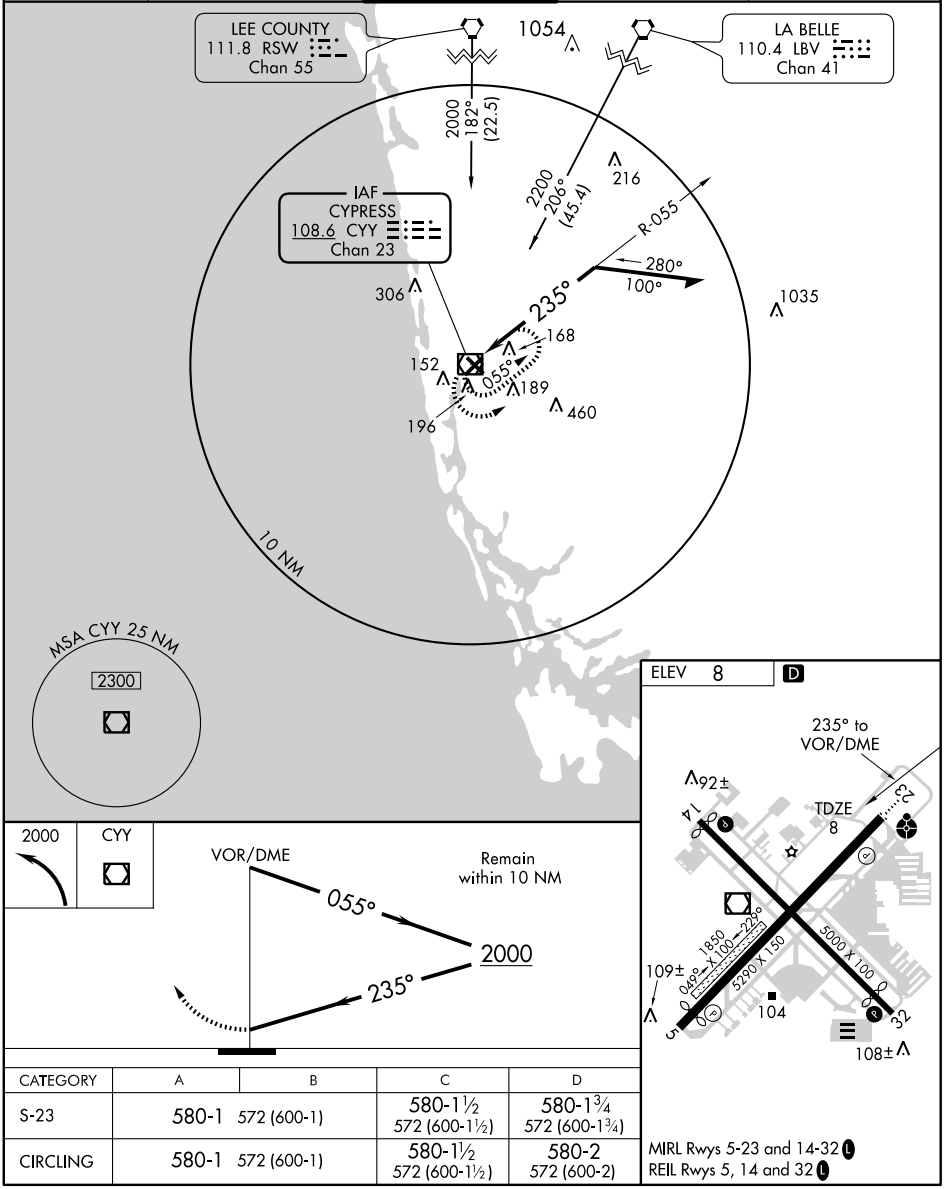
VOR RWY 23
NAPLES MUNI (APF)

Inoperative table does not apply.
Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0



CATEGORY	A	B	C	D
S-23	580-1 572 (600-1)		580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1 572 (600-1)		580-1½ 572 (600-1½)	580-2 572 (600-2)

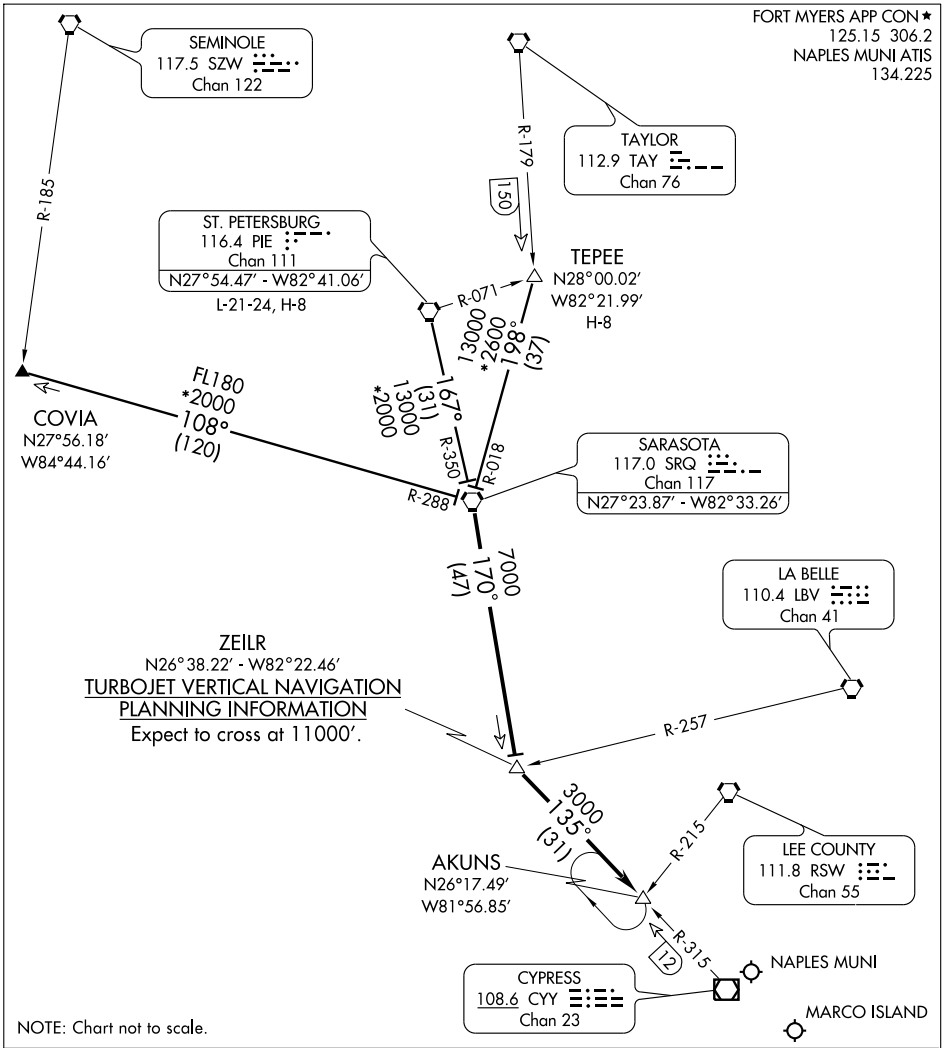
MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

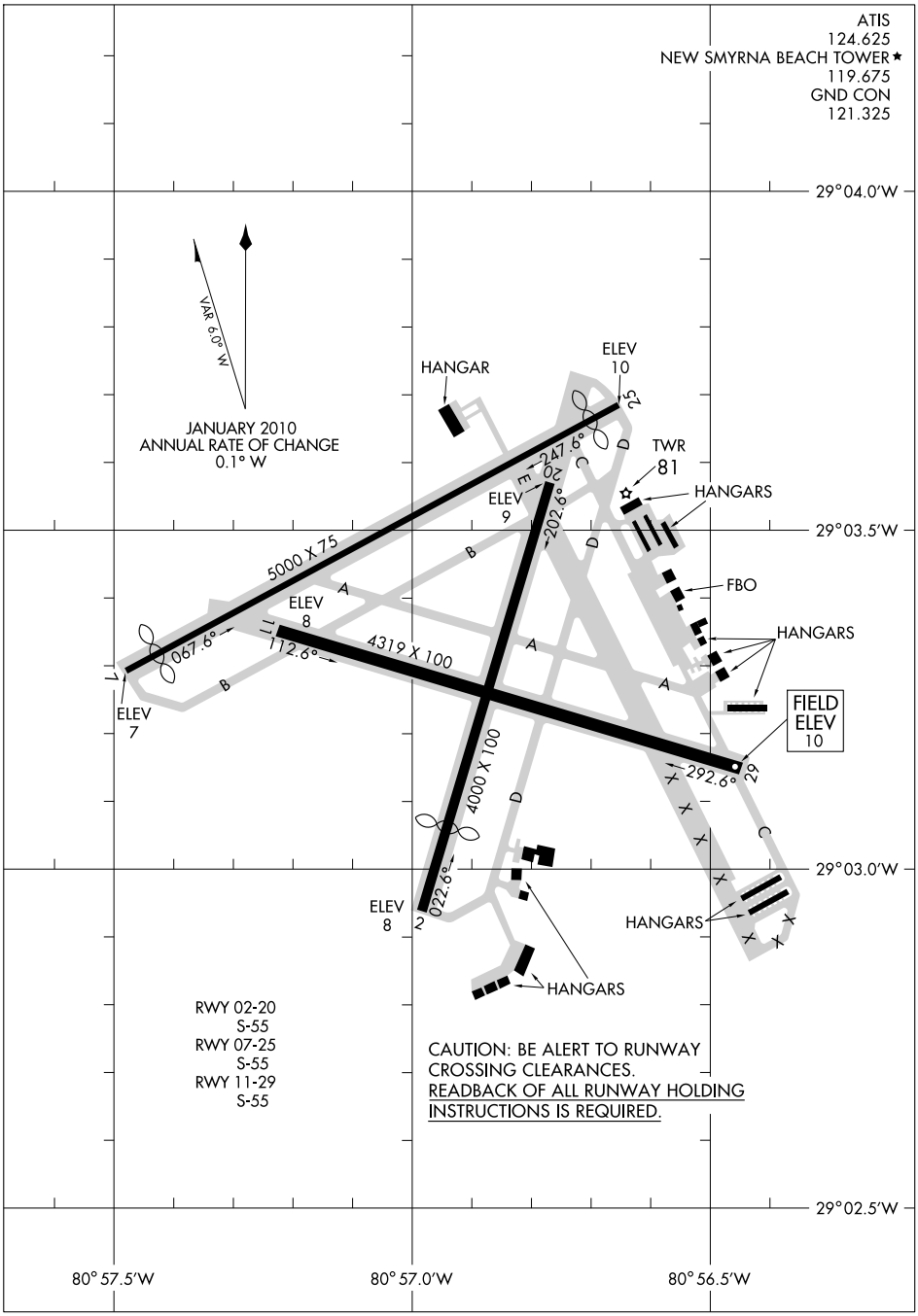
. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-6459 (FAA)

NEW SMYRNA BEACH MUNI (EVB)
NEW SMYRNA BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

NAVARRE

FT WALTON BEACH (1J9) 2 E UTC−6(−5DT) N30°24.38′ W86°49.75′ NEW ORLEANS

22 NOTAM FILE GNV

RWY 18–36: 2100X65 (TURF)

RWY 18: Road.

AIRPORT REMARKS: Attended 1600Z‡–dusk. Rwy 18–36 all tkfs Rwy 18; all ldgs Rwy 36. No helicopter ops. Rwy 18–36 marked with white cones.

COMMUNICATIONS: CTAF/UNICOM 122.7

NEW HIBISCUS AIRPARK (See VERO BEACH)

NEW SMYRNA BEACH

MASSEY RANCH AIRPARK (X5Ø) 3 S UTC−5(−4) N28°58.73′ W80°55.50′ JACKSONVILLE L–24F IAP

12 S4 **FUEL** 100LL, JET A NOTAM FILE PIE

RWY 18–36: H3852X60 (ASPH) LIRL

RWY 18: Road. **RWY 36:** Fence.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun irregularly. Self svc fuel. Acft maintenance call 386–426–6346. Glider and banner towing, aerobatics and parachuting activity on and invof arpt. Rwy 18 marked with 4′ chain link fence. Rwy 18–36 LIRL are positioned 20′ either side of rwy. Rwy 18–36 has 315′ paved stopway on N end and 200′ paved stopway on S end.

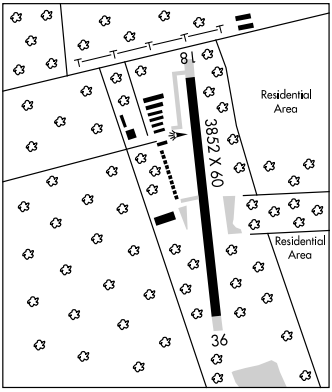
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DAYTONA APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMAND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 153° 21.8 NM to fld. 19/00E.

NEW SMYRNA BEACH NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ 173° 4.6 NM to fld. NOTAM FILE PIE.



NEW SMYRNA BEACH MUNI (EVB) 3 NW UTC−5(−4DT) N29°03.34′ W80°56.94′ JACKSONVILLE H–8H, L–24F IAP, AD

10 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EVB

RWY 07–25: H5000X75 (ASPH) S–55 MIRL

RWY 07: Thld dsplcd 335′. Fence.

RWY 25: Thld dsplcd 300′. Fence.

RWY 11–29: H4319X100 (ASPH) S–55 MIRL

RWY 11: PAPI(P4L) Trees.

RWY 29: PAPI(P4L)—GA 3.0° TCH 32′. Road.

RWY 02–20: H4000X100 (ASPH) S–55

RWY 02: Thld dsplcd 785′. Fence.

RWY 20: P–line.

AIRPORT REMARKS: Attended 1200–0300Z‡. For attendant after 0300Z‡ call 386–424–2199. Arpt CLOSED for ultralights except PPR 386–424–2199. Birds on and invof arpt. Voluntary noise abatement: in effect ctc arpt manager details at 386–424–2199. TPA—lgt acft 798(788), heavy acft 1198(1188). Rwys 02–20 and twy cracking with grass. ACTIVATE PAPI Rwy 11 and Rwy 29 and MIRL Rwy 11–29 and Rwy 07–25 after 0300Z‡—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.625 (386) 409–7405.

COMMUNICATIONS: CTAF 119.675 **ATIS** 124.625 **UNICOM** 122.95

Ⓡ **DAYTONA APP/DEP CON** 125.35

TOWER 119.675 (1200–0300Z‡) **GND CON** 121.325

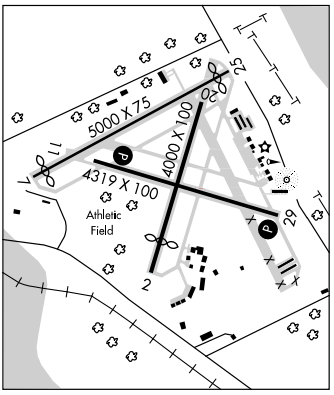
AIRSPACE: CLASS D svc 1200–0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 150° 17.1 NM to fld. 19/00E.

NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ at fld. NOTAM FILE PIE.

ASR



NDB EVB 417	APP CRS 304°	Rwy Idg 4319 TDZE 10 Apt Elev 10

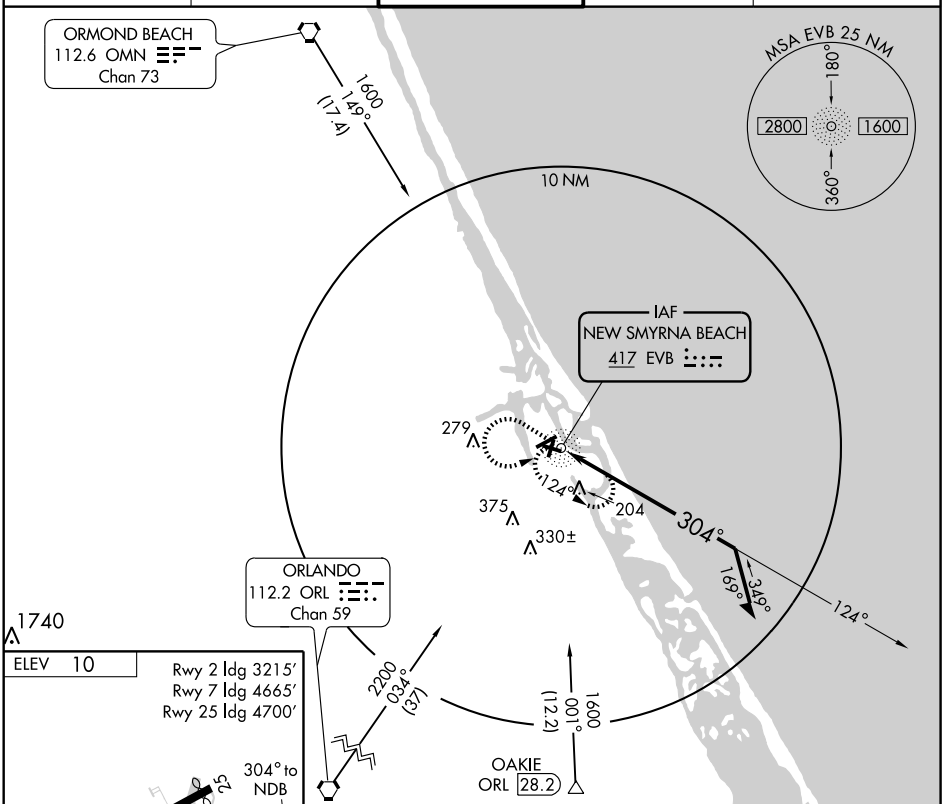
NDB RWY 29

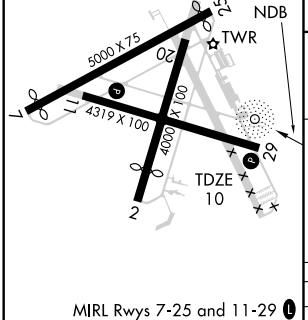
NEW SMYRNA BEACH MUNI (EVB)

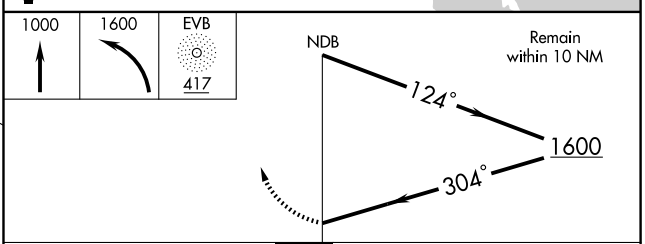
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)
CIRCLING	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy ldg	3215
CH 45900	021°	TDZE	9
W02A		Apt Elev	10

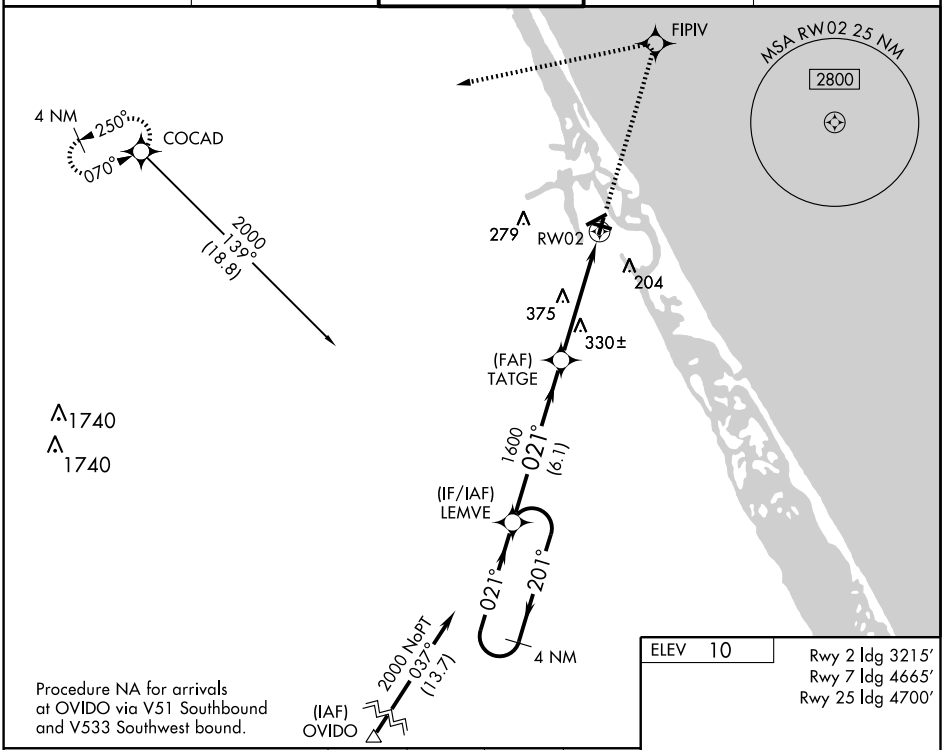
RNAV (GPS) RWY 2

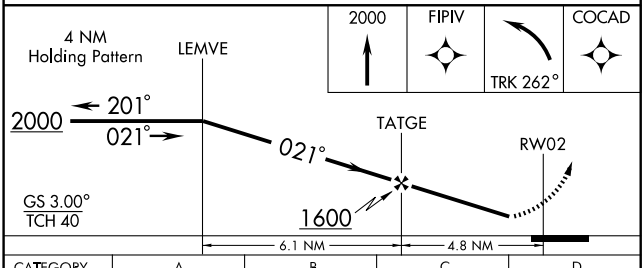
NEW SMYRNA BEACH MUNI (EVB)

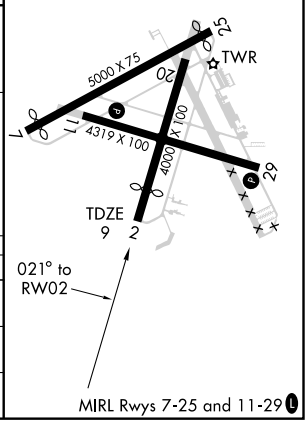
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 370 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FIPIV and left turn via 262° track to COCAD and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8







CATEGORY	A	B	C	D
LPV DA	336-1¼	327 (400-1¼)		
LNAV MDA	700-1 691 (700-1)		700-2 691 (700-2)	700-2¼ 691 (700-2¼)
CIRCLING	700-1¼ 690 (700-1¼)		700-2 690 (700-2)	700-2¼ 690 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4665
066°	TDZE	9
	Apt Elev	10

RNAV (GPS) RWY 7

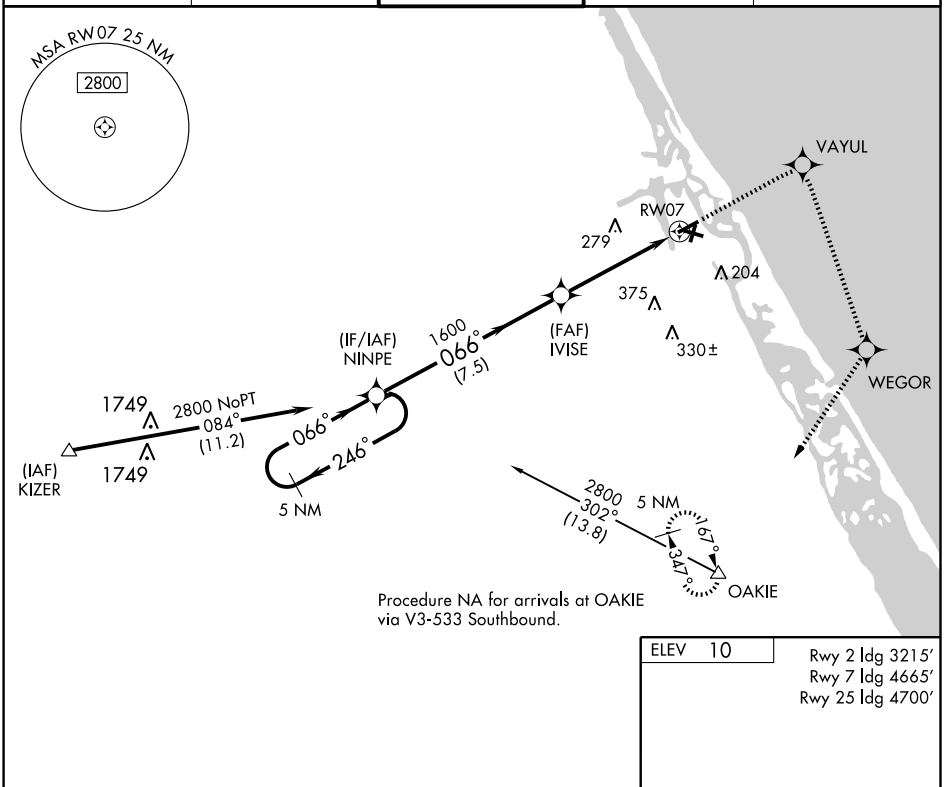
NEW SMYRNA BEACH MUNI (EVB)

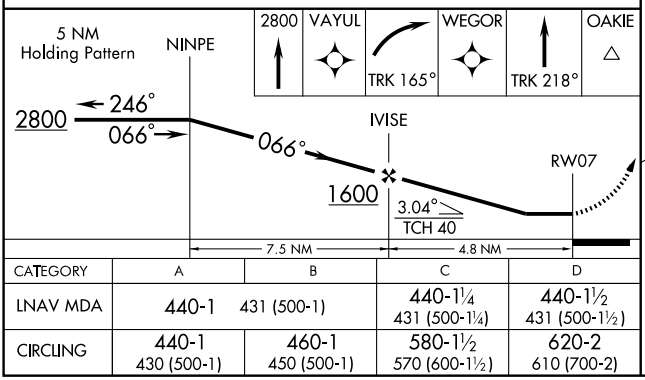
T
NA
ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

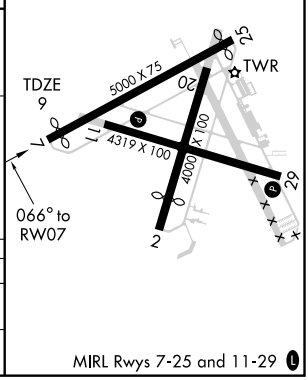
MISSED APPROACH: Climb to 2800 direct VAYUL and right turn via 165° track to WEGOR and via 218° track to OAKIE and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95





CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4700
CH 50500	246°	TDZE	10
W25A		Apt Elev	10

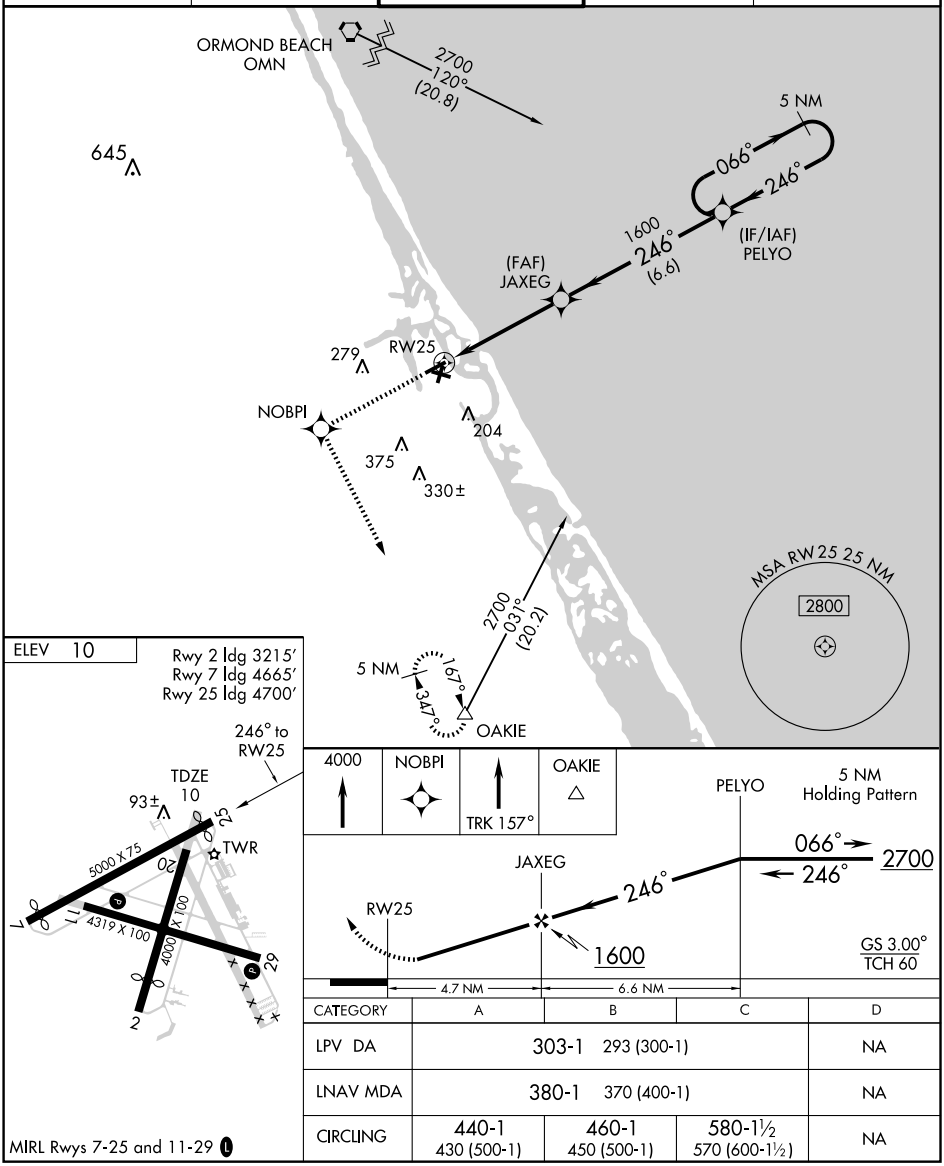
RNAV (GPS) RWY 25
NEW SMYRNA BEACH MUNI (EVB)

T NA ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 337 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NOBPI and via 157° track to OAKIE and hold, continue climb-in-hold to 4000.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8



CATEGORY	A	B	C	D
LPV DA	303-1 293 (300-1)			NA
LNAV MDA	380-1 370 (400-1)			NA
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4319
CH 97700	291°	TDZE	10
W29A		Apt Elev	10

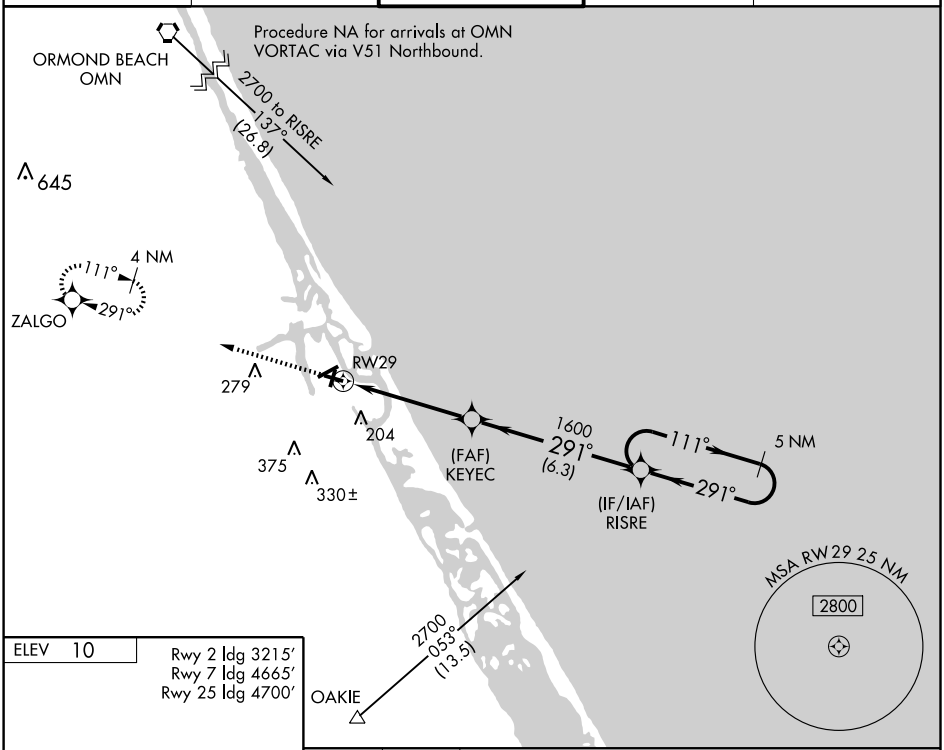
RNAV (GPS) RWY 29
NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 342 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA ASR

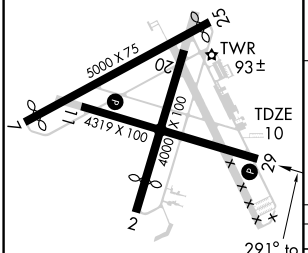
MISSED APPROACH: Climb to 2000 direct ZALGO and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



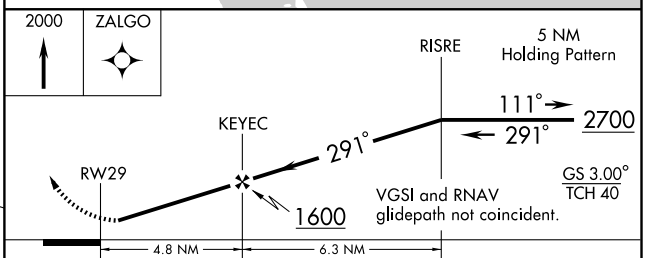
ELEV 10

Rwy 2 ldg 3215′
Rwy 7 ldg 4665′
Rwy 25 ldg 4700′



291° to RW29

MIRL Rwys 7-25 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	308-1 298 (300-1)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NAVARRE

FT WALTON BEACH (1J9) 2 E UTC−6(−5DT) N30°24.38′ W86°49.75′ NEW ORLEANS

22 NOTAM FILE GNV

RWY 18–36: 2100X65 (TURF)

RWY 18: Road.

AIRPORT REMARKS: Attended 1600Z‡–dusk. Rwy 18–36 all tkfs Rwy 18; all ldgs Rwy 36. No helicopter ops. Rwy 18–36 marked with white cones.

COMMUNICATIONS: CTAF/UNICOM 122.7

NEW HIBISCUS AIRPARK (See VERO BEACH)

NEW SMYRNA BEACH

MASSEY RANCH AIRPARK (X5Ø) 3 S UTC−5(−4) N28°58.73′ W80°55.50′ JACKSONVILLE L–24F IAP

12 S4 **FUEL** 100LL, JET A NOTAM FILE PIE

RWY 18–36: H3852X60 (ASPH) LIRL

RWY 18: Road. **RWY 36:** Fence.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun irregularly. Self svc fuel. Acft maintenance call 386–426–6346. Glider and banner towing, aerobatics and parachuting activity on and invof arpt. Rwy 18 marked with 4′ chain link fence. Rwy 18–36 LIRL are positioned 20′ either side of rwy. Rwy 18–36 has 315′ paved stopway on N end and 200′ paved stopway on S end.

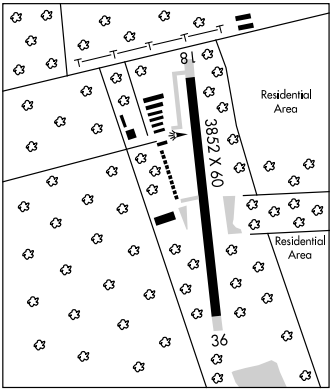
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DAYTONA APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMAND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 153° 21.8 NM to fld. 19/00E.

NEW SMYRNA BEACH NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ 173° 4.6 NM to fld. NOTAM FILE PIE.



NEW SMYRNA BEACH MUNI (EVB) 3 NW UTC−5(−4DT) N29°03.34′ W80°56.94′ JACKSONVILLE H–8H, L–24F IAP, AD

10 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EVB

RWY 07–25: H5000X75 (ASPH) S–55 MIRL

RWY 07: Thld dsplcd 335′. Fence.

RWY 25: Thld dsplcd 300′. Fence.

RWY 11–29: H4319X100 (ASPH) S–55 MIRL

RWY 11: PAPI(P4L) Trees.

RWY 29: PAPI(P4L)—GA 3.0° TCH 32′. Road.

RWY 02–20: H4000X100 (ASPH) S–55

RWY 02: Thld dsplcd 785′. Fence.

RWY 20: P–line.

AIRPORT REMARKS: Attended 1200–0300Z‡. For attendant after 0300Z‡ call 386–424–2199. Arpt CLOSED for ultralights except PPR 386–424–2199. Birds on and invof arpt. Voluntary noise abatement: in effect ctc arpt manager details at 386–424–2199. TPA—lgt acft 798(788), heavy acft 1198(1188). Rwys 02–20 and twy cracking with grass. ACTIVATE PAPI Rwy 11 and Rwy 29 and MIRL Rwy 11–29 and Rwy 07–25 after 0300Z‡—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.625 (386) 409–7405.

COMMUNICATIONS: CTAF 119.675 **ATIS** 124.625 **UNICOM** 122.95

Ⓡ **DAYTONA APP/DEP CON** 125.35

TOWER 119.675 (1200–0300Z‡) **GND CON** 121.325

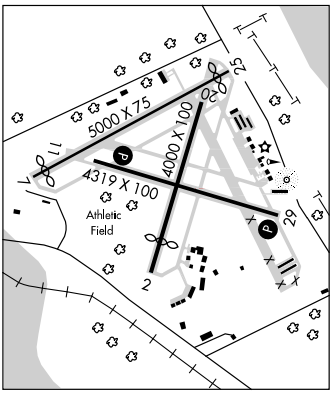
AIRSPACE: CLASS D svc 1200–0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 150° 17.1 NM to fld. 19/00E.

NDB (MHW) 417 EVB N29°03.25′ W80°56.49′ at fld. NOTAM FILE PIE.

ASR



NDB EVB 417	APP CRS 173°	Rwy Idg 3852 TDZE 12 Apt Elev 12

NDB or GPS RWY 18

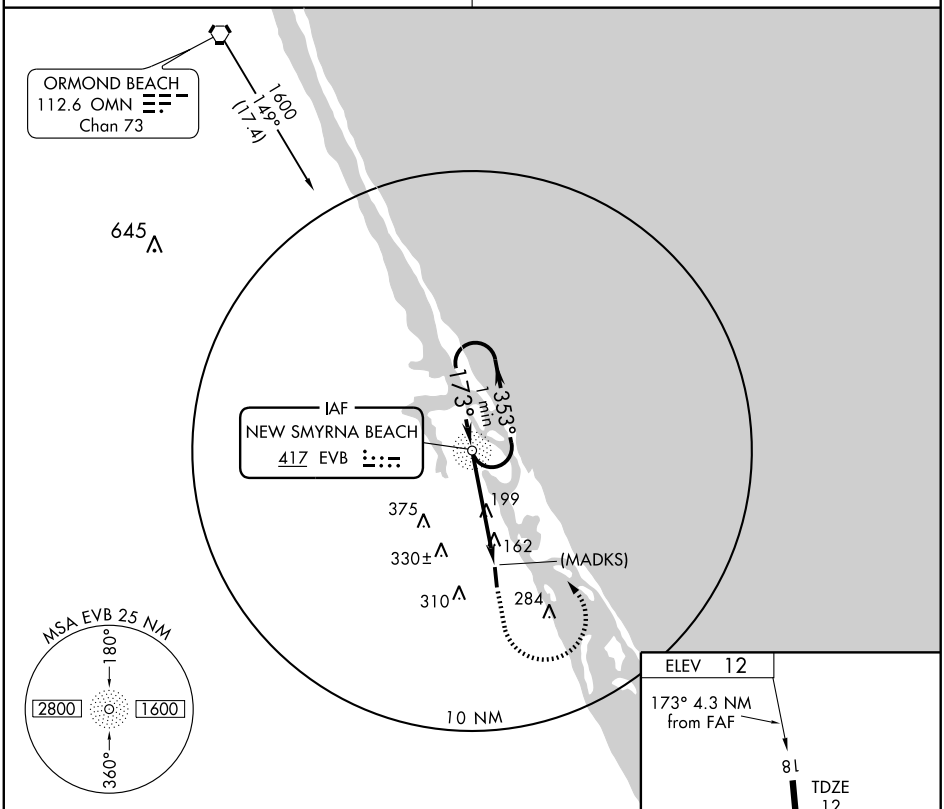
NEW SMYRNA BEACH/ MASSEY RANCH AIRPARK (X50)

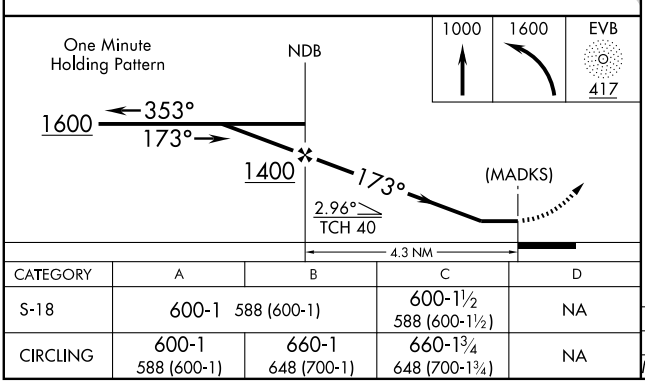
NA

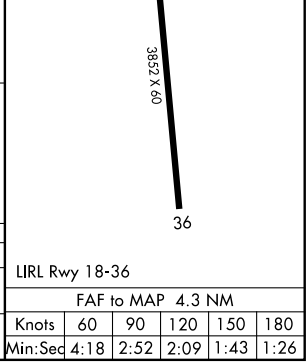
Use Daytona Beach, FL, altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

DAYTONA APP CON	UNICOM
125.35 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-18	600-1 588 (600-1)		600-1½ 588 (600-1½)	NA
CIRCLING	600-1 588 (600-1)	660-1 648 (700-1)	660-1¾ 648 (700-1¾)	NA

LIRL Rwy 18-36

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

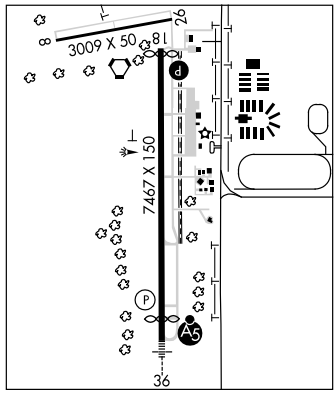
NORTH PALM BEACH CO GENERAL AVIATION (See WEST PALM BEACH)

NORTH PERRY (See HOLLYWOOD)

NORTHWEST FLORIDA–PANAMA CITY INTL (See PANAMA CITY)

OAK TREE LANDING (See HIGH SPRINGS)

OCALA INTL–JIM TAYLOR FLD (OCF) 4 W UTC−5(−4DT) N29°10.31′ W82°13.45′ **JACKSONVILLE**
90 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 Class IV ARFF Index A NOTAM FILE OCF **H–8H, L–21D, 24F**
RWY 18–36: H7467X150 (ASPH–GRVD) S–60, D–125, 2S–158, 2D–220 MIRL **IAP**
RWY 18: PAPI(P4L). Thld dsplcd 160′. Trees.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 561′.
RWY 08–26: H3009X50 (ASPH) S–30
RWY 08: Trees. **RWY 26:** P-line.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–7467 TODA–7467 ASDA–6907 LDA–6747
RWY 36: TORA–7467 TODA–7467 ASDA–6907 LDA–6347
AIRPORT REMARKS: Attended 1100–0300Z‡. For attendant after 0100Z‡ call 352–572–0492. Rwy 08–26 CLOSED to air carrier acft. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call gate manager 352–629–8377. All acft departing Rwy 18 maintain rwy heading to 800′ AGL or until reaching end of rwy whichever occurs later before making left turns. Customs svc unavbl. Rwy 36 designated calm wind rwy. Twy E lgts OTS. Rwy 18 PAPI OTS. When twr clsd, ACTIVATE MALSR Rwy 36, PAPI Rwy 18, MIRL Rwy 18–36—CTAF. PAPI Rwy 36 opr SS–SR,
WEATHER DATA SOURCES: AWOS–3 128.125 (352) 237–8525.
COMMUNICATIONS: CTAF 119.25 **ATIS** 128.125 **UNICOM** 123.0
RCO 122.1R 113.7T (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 118.6
TOWER 119.25 (1200–0100Z‡) **GND** 121.4
AIRSPACE: CLASS D svc (1200–0100Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.
(L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′
at fld. 80/00E.
JUMPI NDB (LOM) 423 OC N29°03.39′ W82°13.39′ 004° 7 NM to fld.
ILS 111.5 I–OCF Rwy 36. Class IE. LOM JUMPI NDB. (Unmonitored).



OKEECHOBEE CO (OBE) 3 NW UTC−5(−4DT) N27°15.99′ W80°51.02′ **MIAMI**
34 B S3 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE PIE **H–8I, L–23C**
RWY 05–23: H5000X100 (ASPH) S–40 MIRL **IAP**
RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 52′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 14–32: H4000X75 (ASPH) S–30
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 863–634–0352. Ultralight activity on and invof arpt. Bird Hazard, cranes invof arpt. Non–powered flt activity prohibited within arpt tfc pat. Tkf and ldg on grass areas are at own risk. Rwy 05 calm wind rwy. Rwy 05–23 outboard 25′ paved shoulders. Rwy 14–32 outboard 37′ paved shoulders. FBO phone is 863–467–5888. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (863) 467–1148.
COMMUNICATIONS: CTAF/UNICOM 123.0
MIAMI CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ 344° 30.2 NM to fld. 16/00E.
HIWAS.

OPA LOCKA EXECUTIVE (See MIAMI)

LOC I-OCF	APP CRS	Rwy Idg	6347
111.5	004°	TDZE	80
		Apt Elev	89

ILS or LOC/DME RWY 36

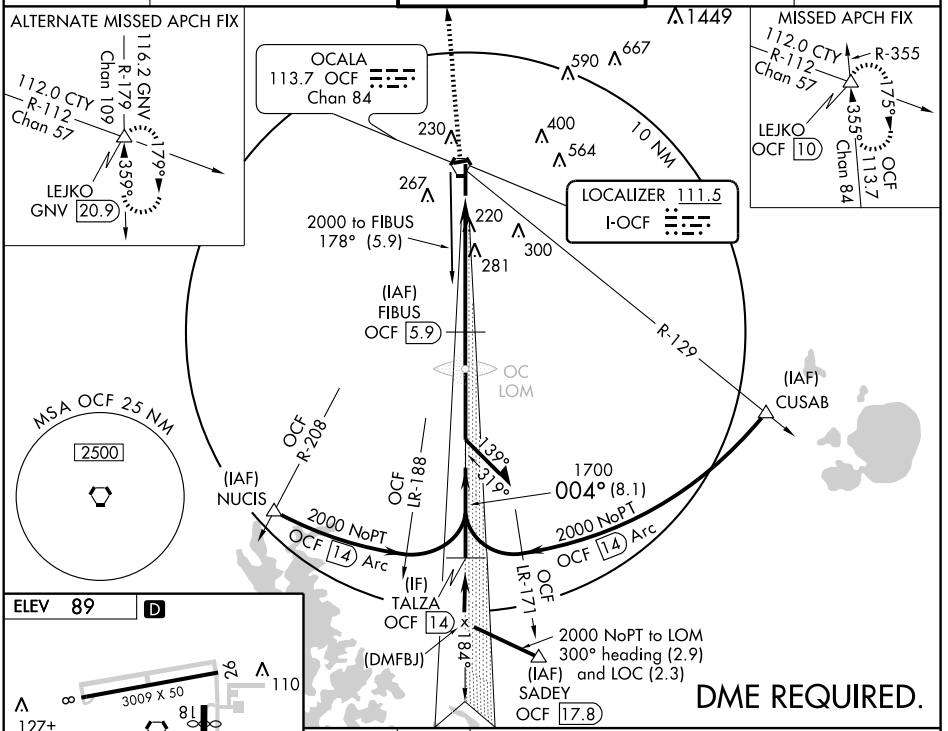
OCALA INTL-JIM TAYLOR FIELD (OCF)

DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0



CATEGORY	A	B	C	D
S-ILS 36	280-¾ 200 (200-¾)			
S-LOC 36	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 90319 W18A	APP CRS 184°	Rwy Idg 6747 TDZE 80 Apt Elev 90

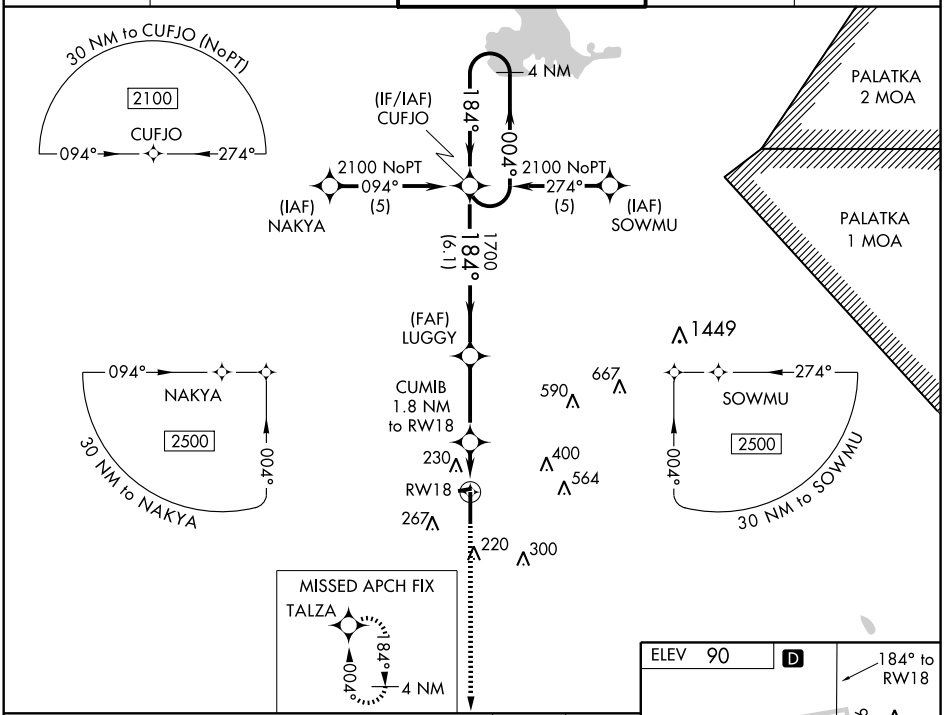
RNAV (GPS) RWY 18

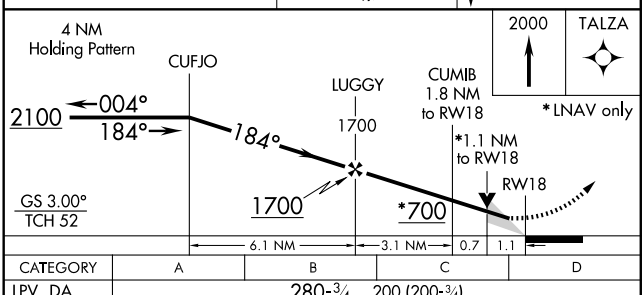
OCALA INTL-JIM TAYLOR FIELD (OCF)

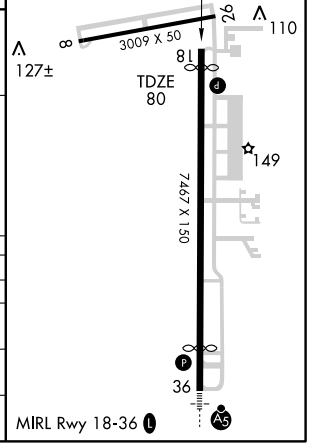
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, increase LNAV/VNAV DA to 595 and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct TALZA and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0







CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	514-1½ 434 (500-1½)			
LNAV MDA	480-1 400 (400-1)			480-1¼ 400 (400-1¼)
CIRCLING	580-1 490 (500-1)		580-1½ 490 (500-1½)	640-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 58110 W36A	APP CRS 004°	Rwy Idg 6347 TDZE 80 Apt Elev 89

RNAV (GPS) RWY 36

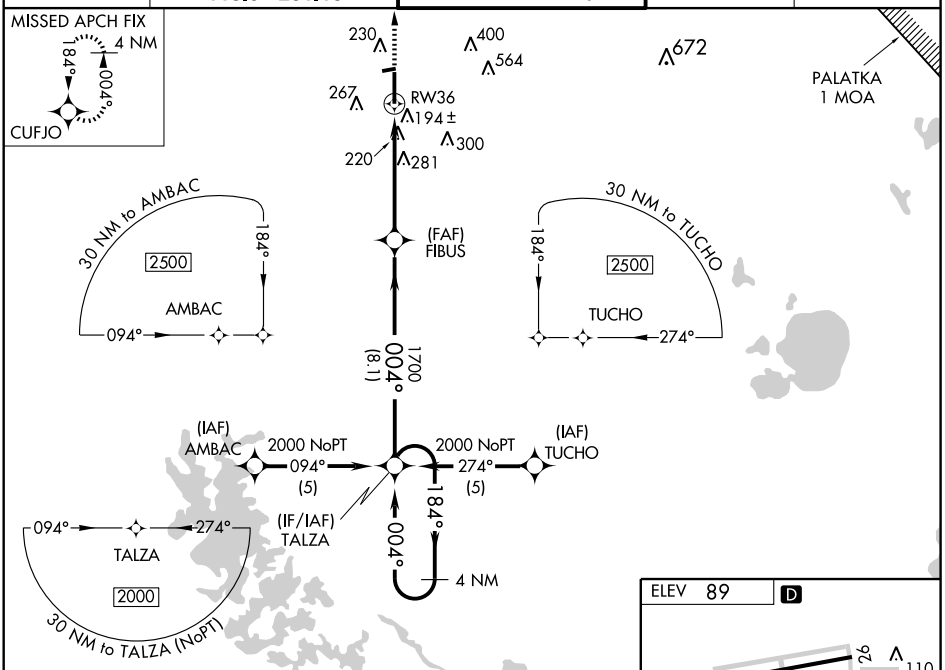
OCALA INTL-JIM TAYLOR FIELD (OCF)

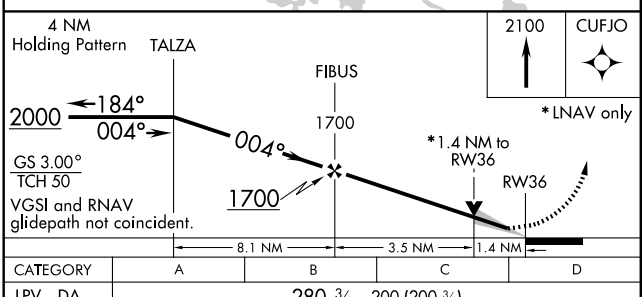
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

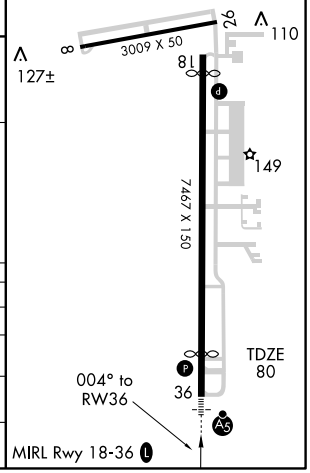
MALSR

MISSED APPROACH: Climb to 2100 direct CUFJO and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0







CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	563-1¼ 483 (500-1¼)			
LNAV MDA	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OCF 113.7 Chan 84	APP CRS 354°	Rwy Idg 6347 TDZE 80 Apt Elev 89

VOR RWY 36

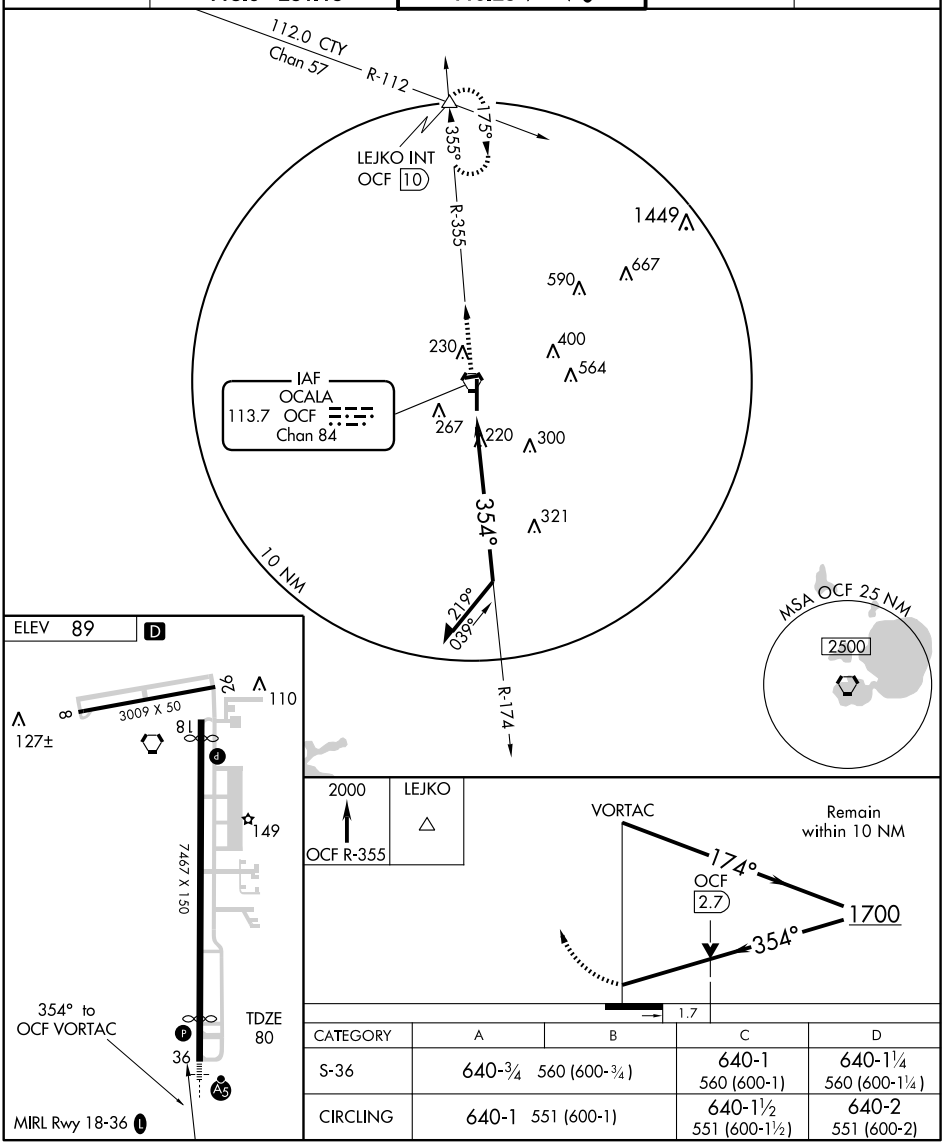
OCALA INTL-JIM TAYLOR FIELD (OCF)

When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainsville altimeter setting, increase S-36 Cats A and B visibility to 1 mile. VDP NA when using Gainesville altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 via OCF VORTAC R-355 to LEJKO INT/OCF 10 DME and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0



CATEGORY	A	B	C	D
S-36	640-¾ 560 (600-¾)		640-1 560 (600-1)	640-1¼ 560 (600-1¼)
CIRCLING	640-1 551 (600-1)		640-1½ 551 (600-1½)	640-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

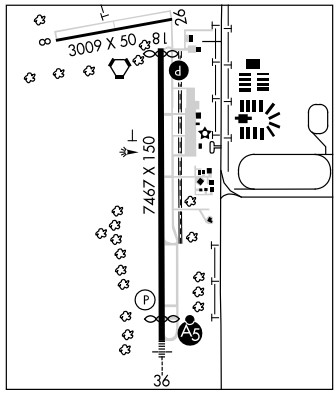
NORTH PALM BEACH CO GENERAL AVIATION (See WEST PALM BEACH)

NORTH PERRY (See HOLLYWOOD)

NORTHWEST FLORIDA–PANAMA CITY INTL (See PANAMA CITY)

OAK TREE LANDING (See HIGH SPRINGS)

OCALA INTL–JIM TAYLOR FLD (OCF) 4 W UTC−5(−4DT) N29°10.31′ W82°13.45′ **JACKSONVILLE**
90 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 Class IV ARFF Index A NOTAM FILE OCF **H–8H, L–21D, 24F**
RWY 18–36: H7467X150 (ASPH–GRVD) S–60, D–125, 2S–158, 2D–220 MIRL **IAP**
RWY 18: PAPI(P4L). Thld dsplcd 160′. Trees.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 561′.
RWY 08–26: H3009X50 (ASPH) S–30
RWY 08: Trees. **RWY 26:** P-line.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–7467 TODA–7467 ASDA–6907 LDA–6747
RWY 36: TORA–7467 TODA–7467 ASDA–6907 LDA–6347
AIRPORT REMARKS: Attended 1100–0300Z‡. For attendant after 0100Z‡ call 352–572–0492. Rwy 08–26 CLOSED to air carrier acft. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call gate manager 352–629–8377. All acft departing Rwy 18 maintain rwy heading to 800′ AGL or until reaching end of rwy whichever occurs later before making left turns. Customs svc unavbl. Rwy 36 designated calm wind rwy. Twy E lgts OTS. Rwy 18 PAPI OTS. When twr clsd, ACTIVATE MALSR Rwy 36, PAPI Rwy 18, MIRL Rwy 18–36—CTAF. PAPI Rwy 36 opr SS–SR,
WEATHER DATA SOURCES: AWOS–3 128.125 (352) 237–8525.
COMMUNICATIONS: CTAF 119.25 **ATIS** 128.125 **UNICOM** 123.0
RCO 122.1R 113.7T (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 118.6
TOWER 119.25 (1200–0100Z‡) **GND** 121.4
AIRSPACE: CLASS D svc (1200–0100Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OCF.
(L) VORTAC 113.7 OCF Chan 84 N29°10.65′ W82°13.58′
at fld. 80/00E.
JUMPI NDB (LOM) 423 OC N29°03.39′ W82°13.39′ 004° 7 NM to fld.
ILS 111.5 I–OCF Rwy 36. Class IE. LOM JUMPI NDB. (Unmonitored).



OKEECHOBEE CO (OBE) 3 NW UTC−5(−4DT) N27°15.99′ W80°51.02′ **MIAMI**
34 B S3 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE PIE **H–8I, L–23C**
RWY 05–23: H5000X100 (ASPH) S–40 MIRL **IAP**
RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 52′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 14–32: H4000X75 (ASPH) S–30
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 863–634–0352. Ultralight activity on and invof arpt. Bird Hazard, cranes invof arpt. Non–powered flt activity prohibited within arpt tfc pat. Tkf and ldg on grass areas are at own risk. Rwy 05 calm wind rwy. Rwy 05–23 outboard 25′ paved shoulders. Rwy 14–32 outboard 37′ paved shoulders. FBO phone is 863–467–5888. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (863) 467–1148.
COMMUNICATIONS: CTAF/UNICOM 123.0
MIAMI CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ 344° 30.2 NM to fld. 16/00E.
HIWAS.

OPA LOCKA EXECUTIVE (See MIAMI)

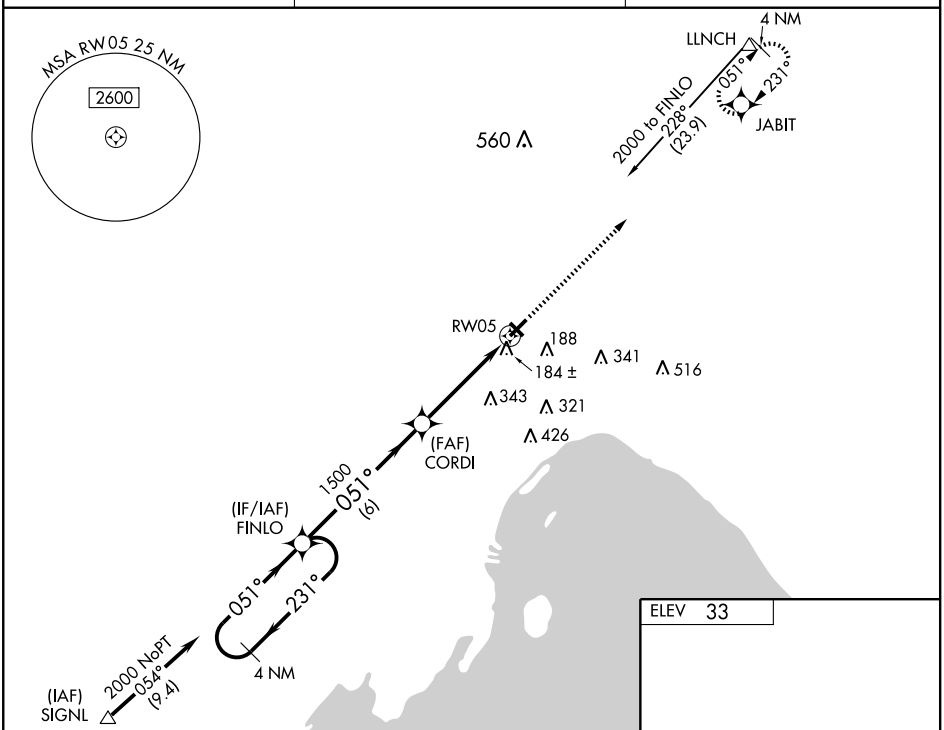
WAAS	APP CRS	Rwy Idg	5000
CH 53517	051°	TDZE	33
W05A		Apt Elev	33

RNAV (GPS) RWY 5
OKEECHOBEE COUNTY (OBE)

Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	454-1½ 421 (500-1½)			
LNAV MDA	480-1 447 (500-1)		480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4000
156°	TDZE	33
	Apt Elev	33

RNAV (GPS) RWY 14

OKEECHOBEE COUNTY (OBE)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct PISVE and on track 133° to LIYZU and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L

Procedure NA for arrivals on VRB VORTAC airway radials 197 CW 300.

(IAF) VERO BEACH VRB

2000 243° (26.2)

(IF) RAPUW

185° (6) 1600

560

(FAF) SIVHO

156°

144 ±

OTAGE 2 NM to RW14

RW14

188 341 516

343 321 PISVE

426

133°

LIYZU 141° 4 NM 321°

MSA RW14 25 NM

2600

ELEV 33

156° to RW14

TDZE 33

14 32 5 23

5000 X 100

4000 X 75

MIRL Rwy 5-23 L

REIL Rwys 5 and 23

Procedure Turn NA

RAPUW 2000 185° 1600 SIVHO 156° 3.04° TCH 40 700 OTAGE 2 NM to RW14 RW14

2000 | PISVE | tr 133° | LIYZU

6 NM 2.7 NM 2 NM

CATEGORY	A	B	C	D
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

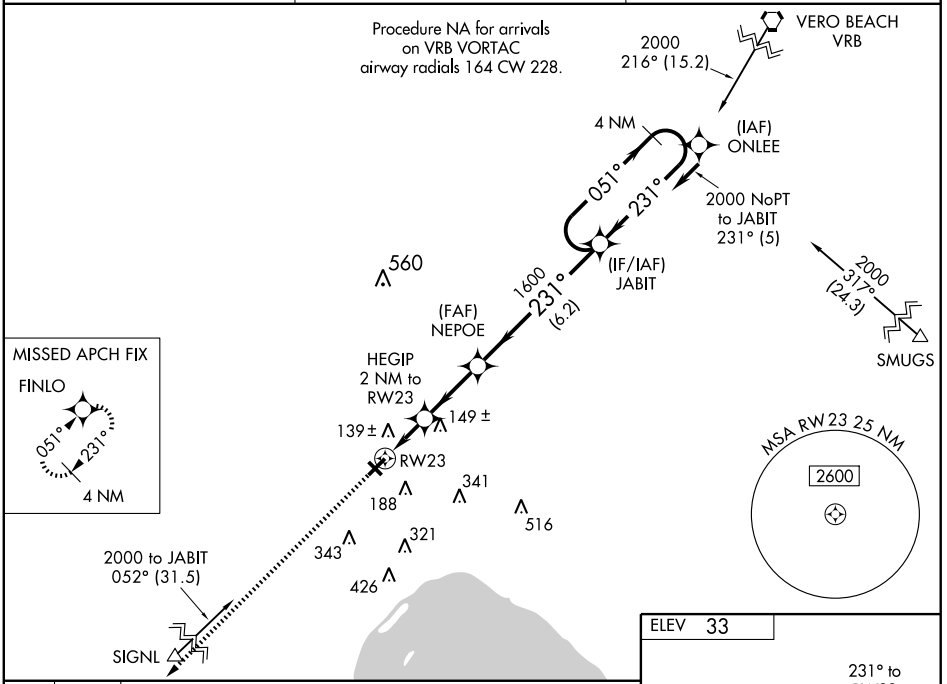
WAAS	APP CRS	Rwy Idg	5000
CH 58117	231°	TDZE	33
W23A		Apt Elev	33

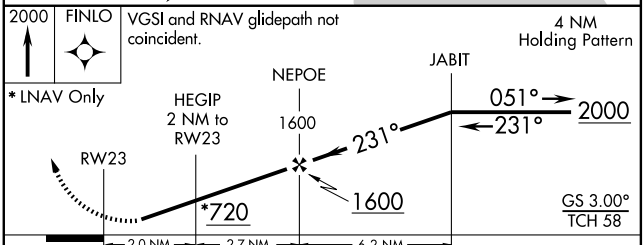
RNAV (GPS) RWY 23
OKEECHOBEE COUNTY (OBE)

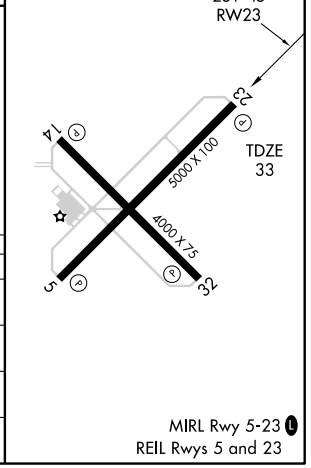
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FINLO and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 282 (300-1)			
LNAV/VNAV DA	453-1½ 420 (500-1½)			
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4000
CH 93916	321°	TDZE	33
W32A		Apt Elev	33

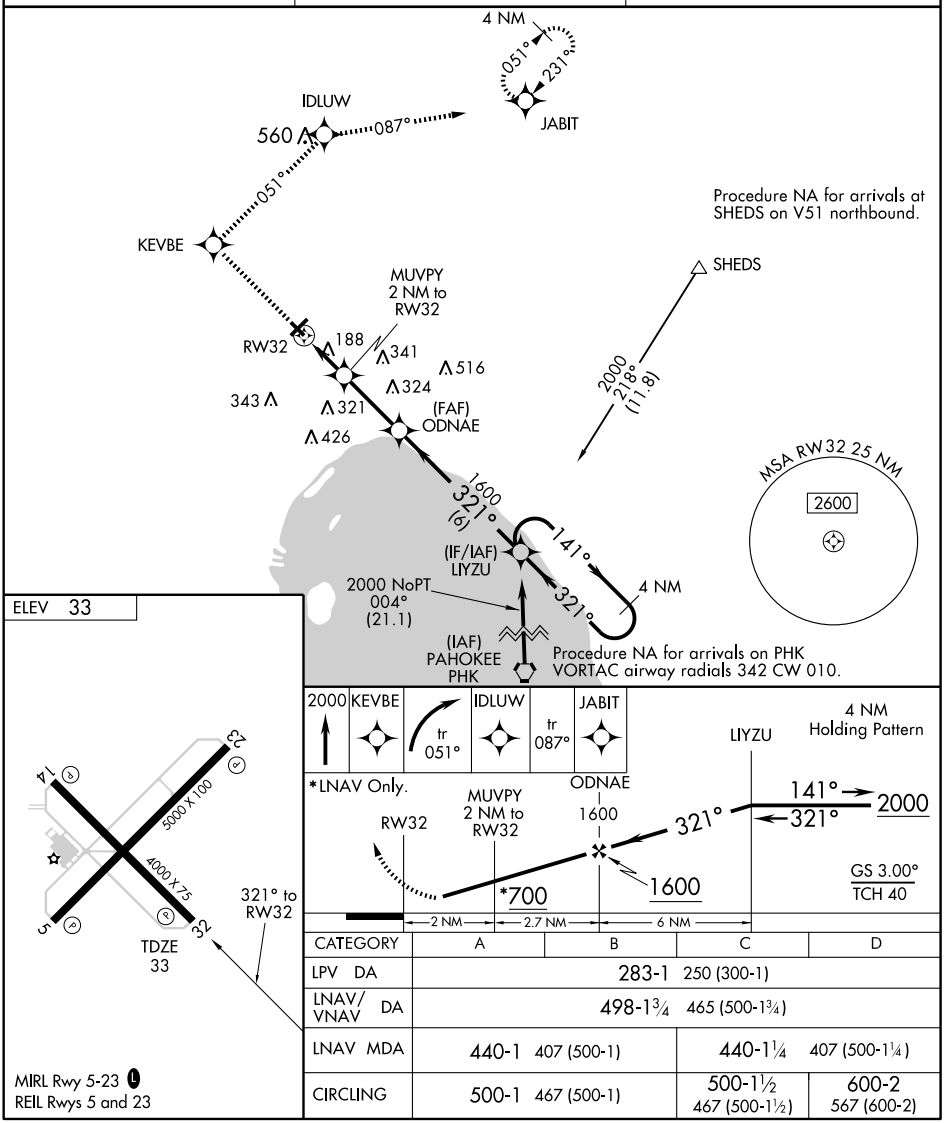
RNAV (GPS) RWY 32

OKEECHOBEE COUNTY (OBE)

⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	498-1¾ 465 (500-1¾)			
LNAV MDA	440-1 407 (500-1)		440-1¼ 407 (500-1¼)	
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

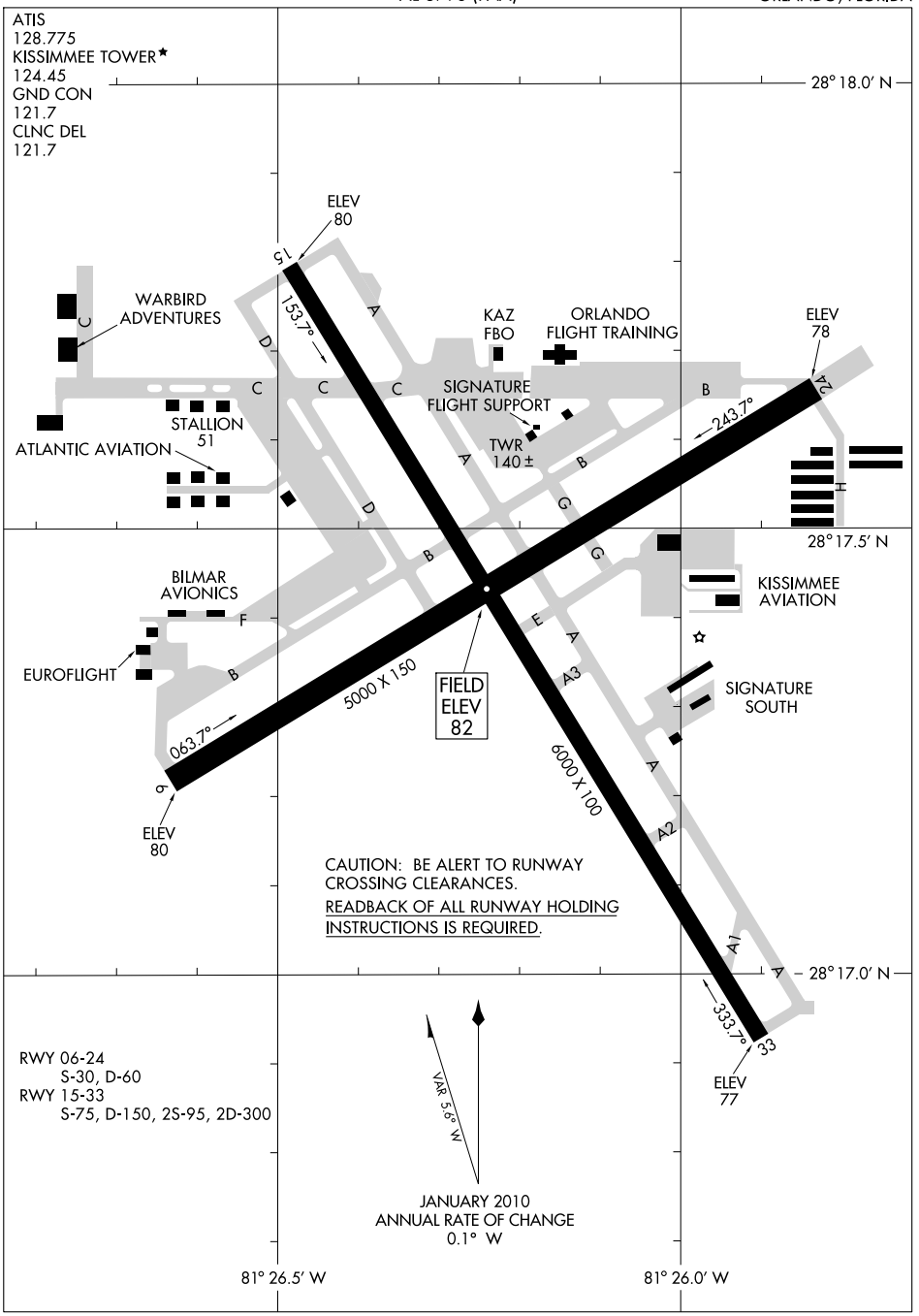
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ORLANDO/KISSIMMEE GATEWAY (ISM)

AL-5793 (FAA)

ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

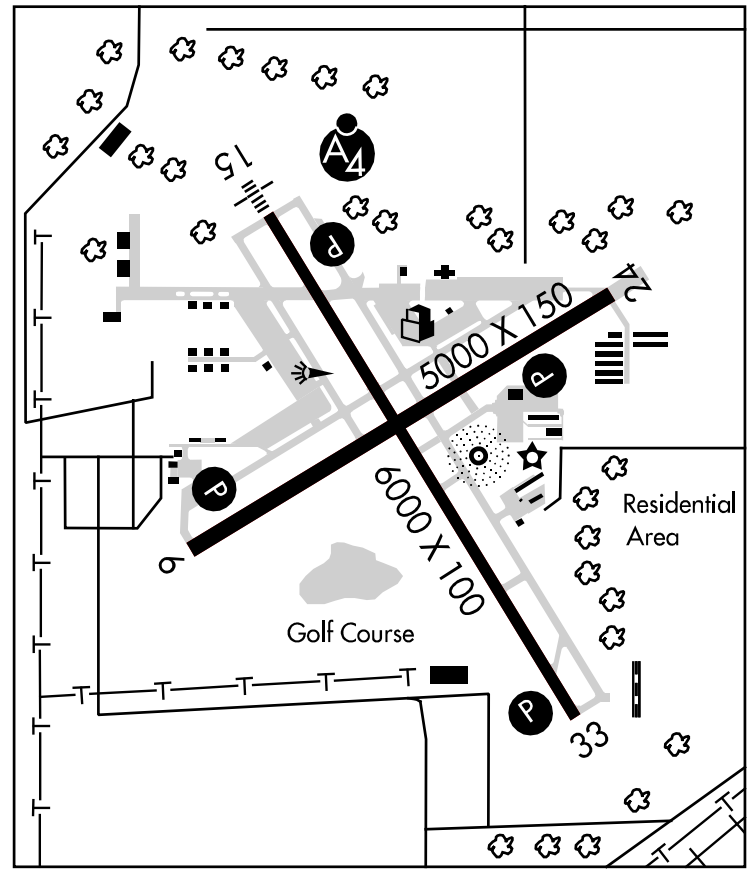
AIRPORT DIAGRAM

ORLANDO, FLORIDA

ORLANDO/KISSIMMEE GATEWAY (ISM)

10210

KISSIMMEE GATEWAY (ISM) 16SW UTC−5(−4DT) N28°17.39′ W81°26.23′ **JACKSONVILLE**
82 B S4 **FUEL** 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE ISM **H–8H, L–21D, 24F**
RWY 15–33: H6000X100 (ASPH–GRVD) S–75, D–150, 2S–95, 2D–300 MIRL **IAP, AD**
RWY 15: MALSF. PAPI(P4L)—GA 3.0° TCH 51′. Trees. Rgt tfc.
RWY 33: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 06–24: H5000X150 (ASPH–GRVD) S–30, D–60 MIRL
RWY 06: PAPI(P4L)—GA 3.0° TCH 45′. Trees. Rgt tfc.
RWY 24: PAPI(P4L)—GA 3.0° TCH 45′. Trees.

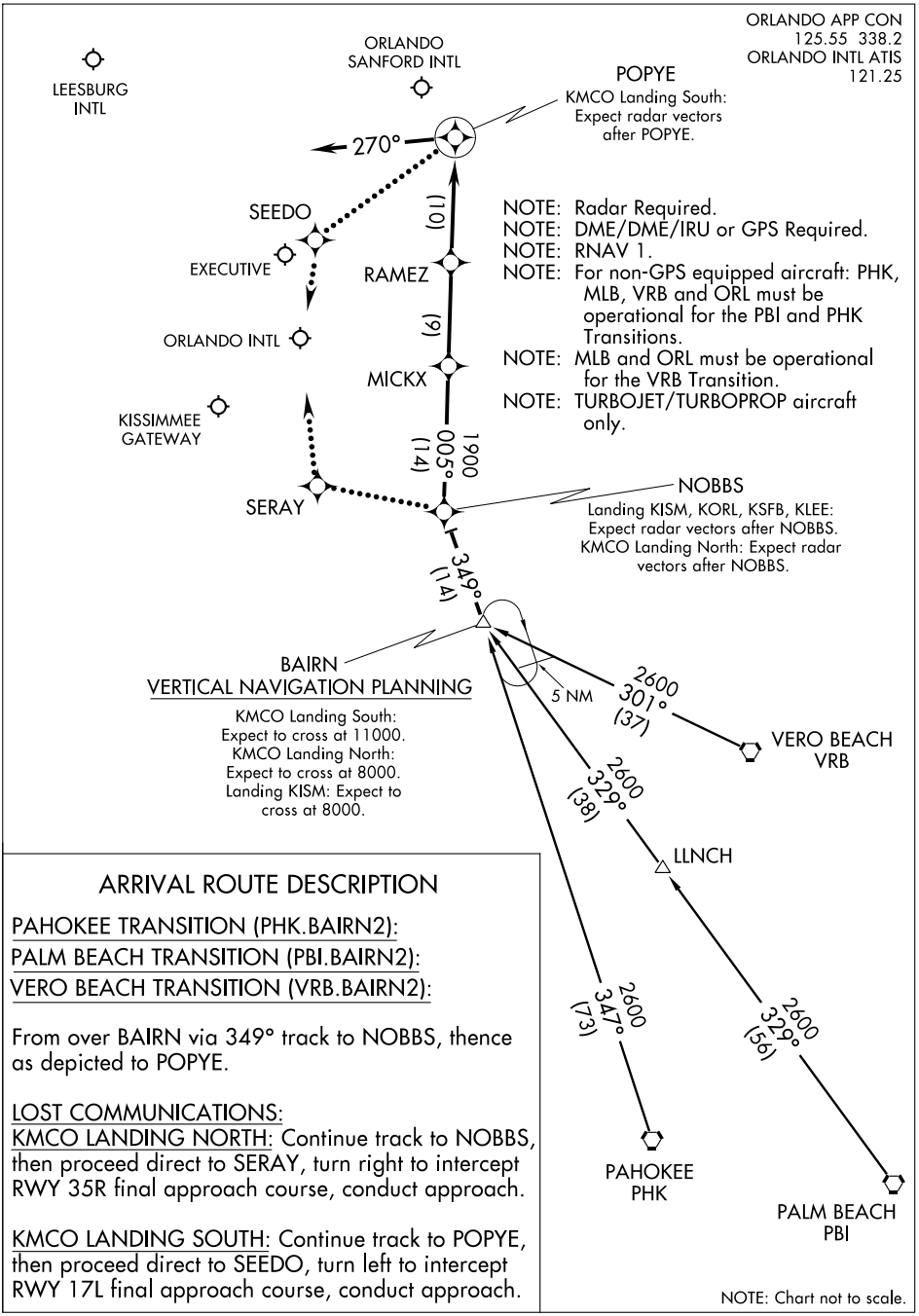


AIRPORT REMARKS: Attended 1200–0300Z‡. Arpt CLOSED to ultralight acft except by prior permission from arpt manager. Noise sensitive area ½ mile north of AER 24. Rwy 06 holding bay restricted to acft with wingspan of 49′ or less. No early turnouts on Rwy 06 departures. Req all Jets/Turbo props use National Business Acft Association close–in procedures. Rwy 15 is preferred calm wind rwy. TPA for lgt acft 1000(918), turboprop and jet acft 1500(1418). MIRL Rwy 15–33 and Rwy 06–24 preset low ints dusk–0300Z‡, to increase ints and ACTIVATE after 0300Z‡—CTAF. ACTIVATE MALSF Rwy 15 and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.775 (407) 847–0533. **HIWAS** 112.2 ORL.
COMMUNICATIONS: CTAF 124.45 **ATIS** 128.775 **UNICOM** 122.95
Ⓡ **ORLANDO APP/DEP CON** 119.4 **CLNC DEL** 119.95 (0100–1300Z‡)
TOWER 124.45 (1200–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 200° 16.1 NM to fld. 102/00E. **HIWAS.**
NDB (MHW) 329 ISM N28°17.36′ W81°26.05′ at fld. NOTAM FILE ISM. NDB unmonitored 0300–1200Z‡. SHUTDOWN.
ILS/DME 109.75 I–ISM Chan 34(Y) Rwy 15. Unmonitored.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

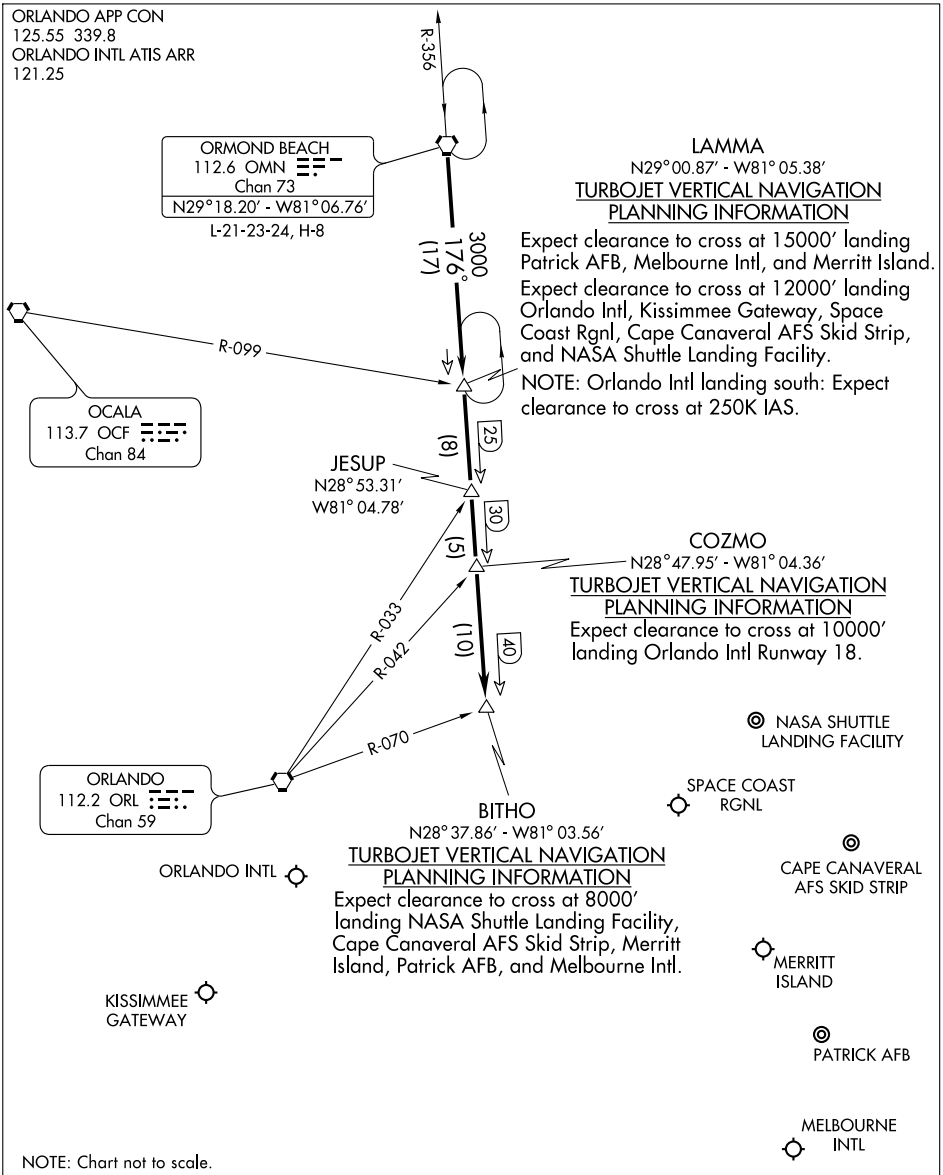
LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)
ORLANDO, FLORIDA
(BAIRN.BAIRN2) 09239
SE-3, 23 SEP 2010 to 21 OCT 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

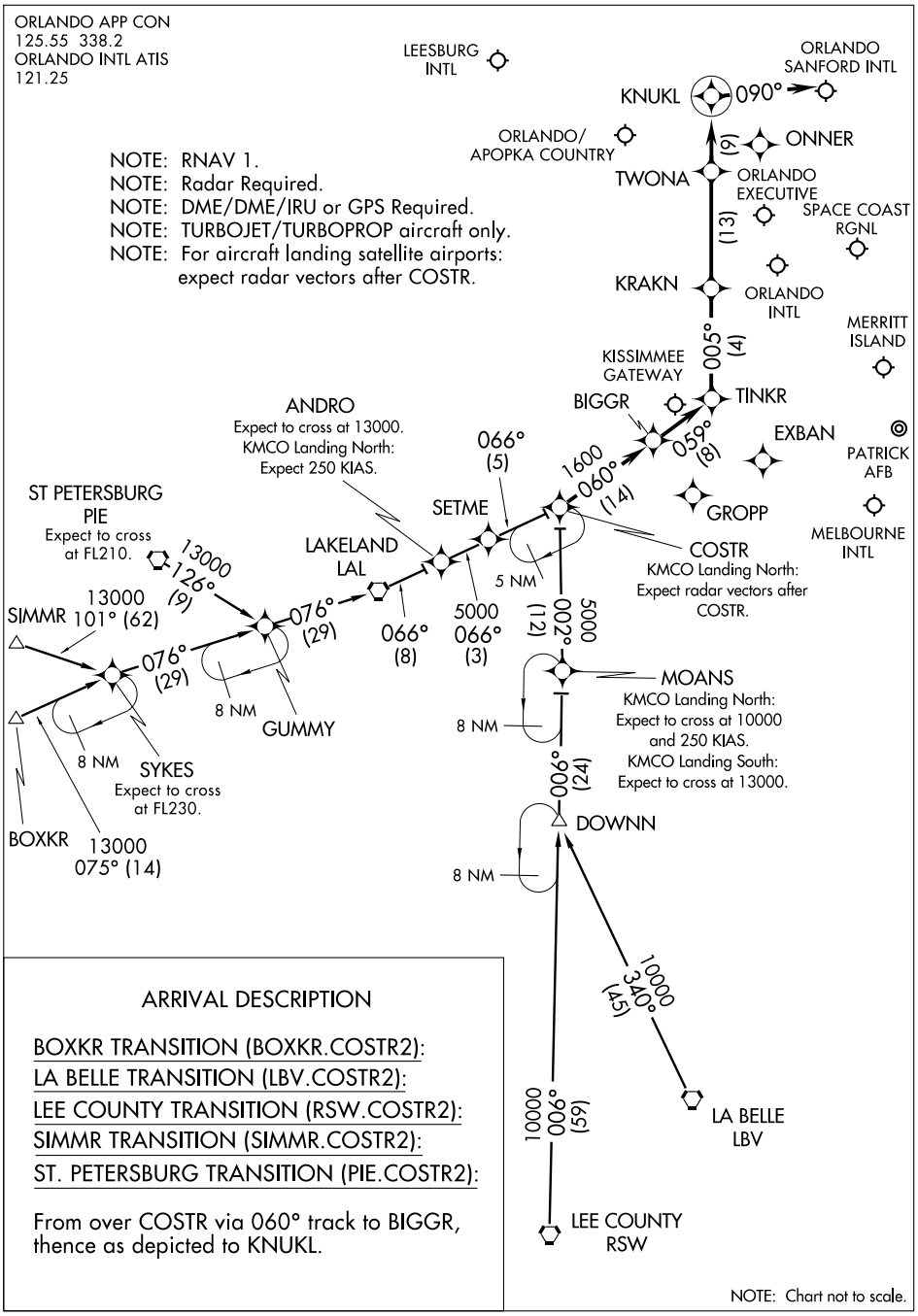


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

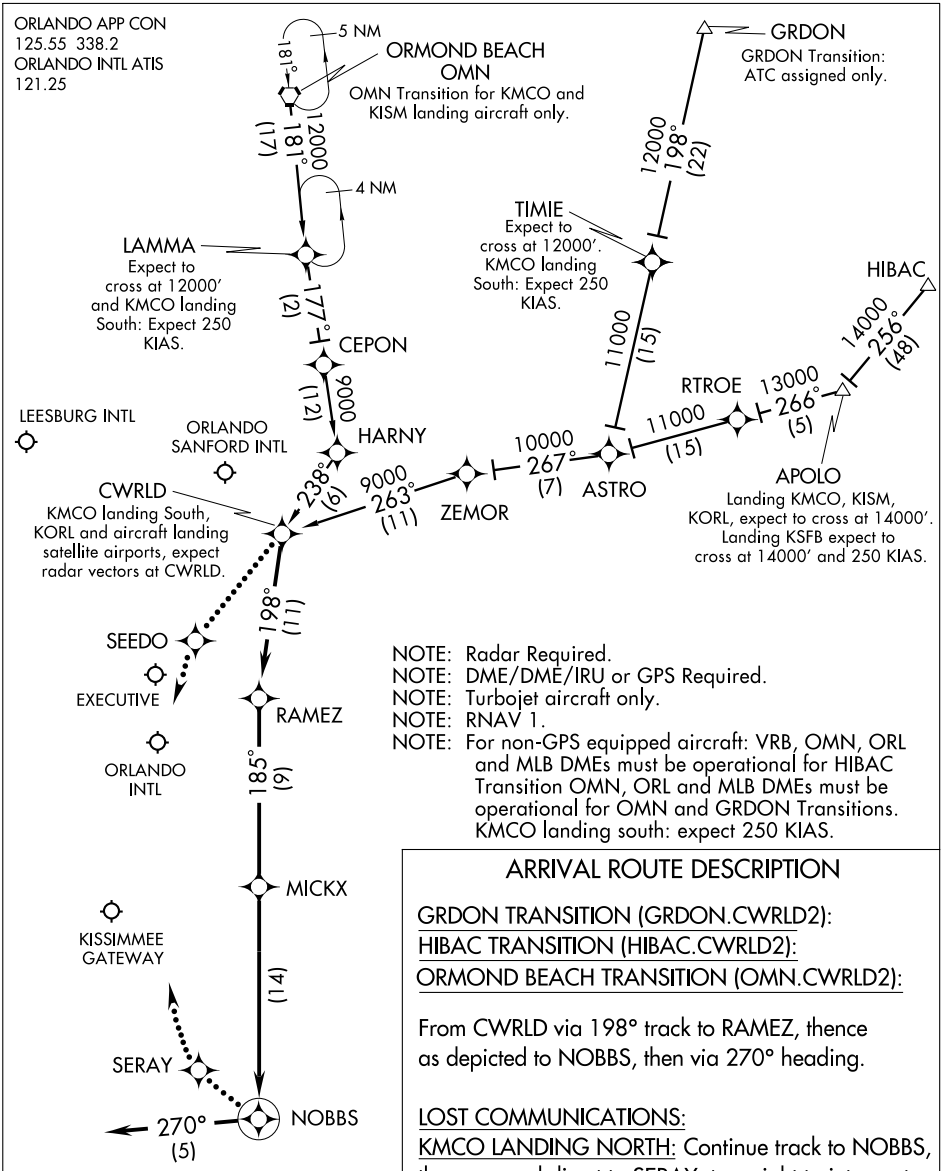
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

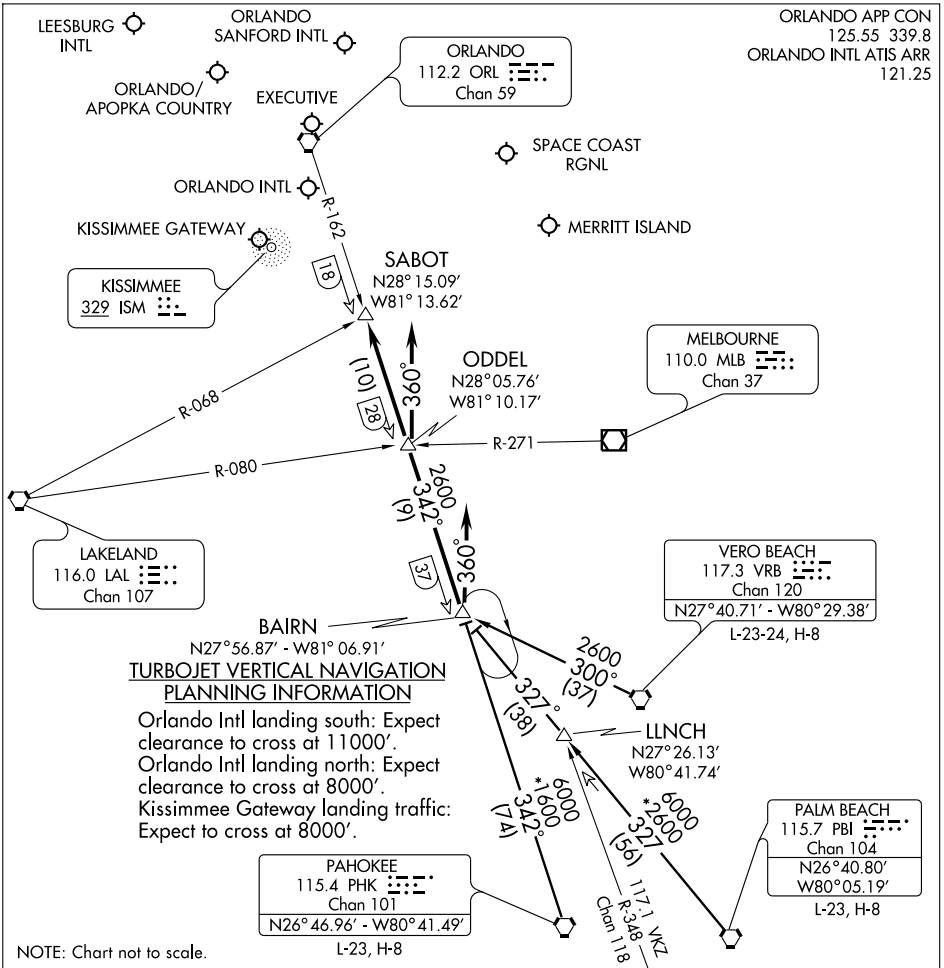
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5000
063°	TDZE	82
	Apt Elev	82

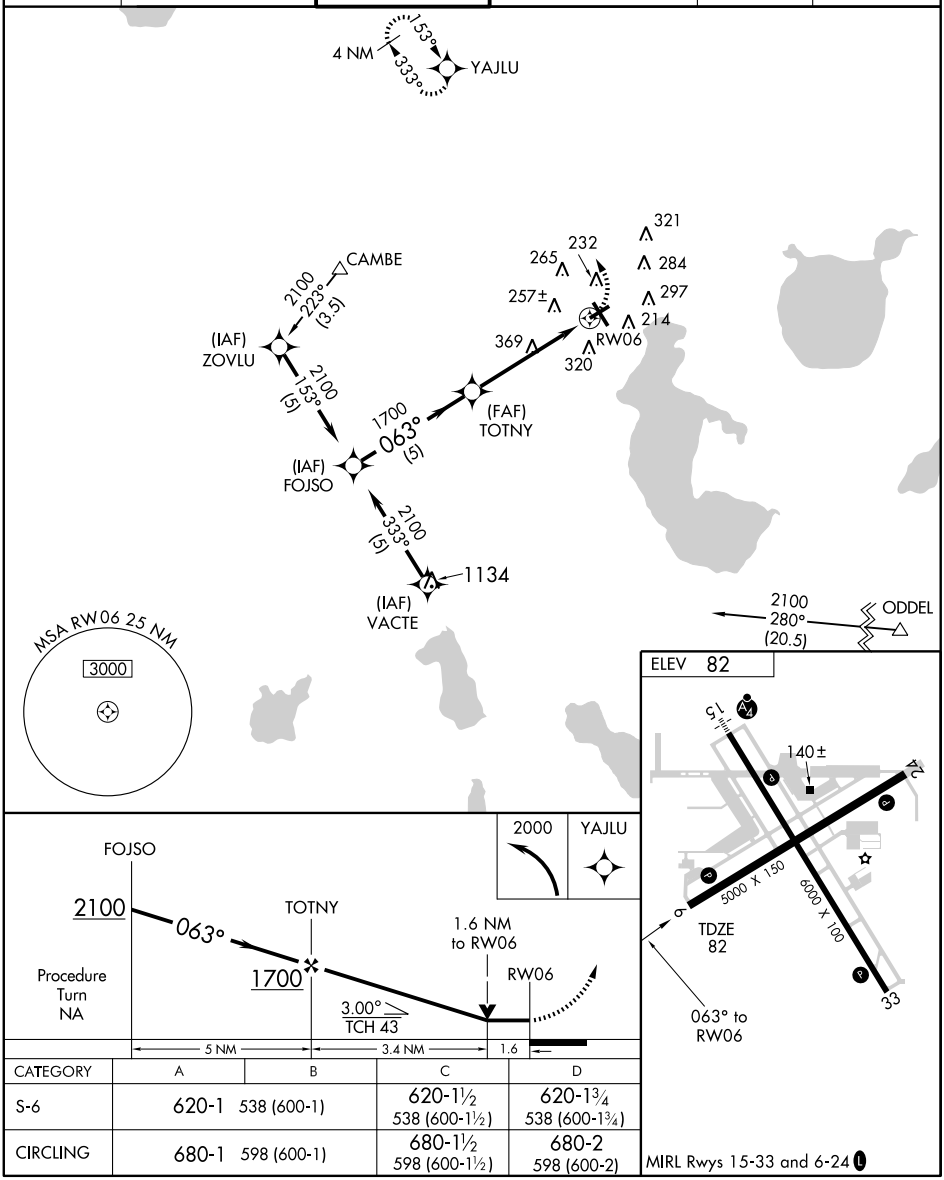
GPS RWY 6

ORLANDO/KISSIMMEE GATEWAY (ISM)

NA

MISSED APPROACH: Climbing left turn to 2000 direct YAJLU WP and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95



CATEGORY	A	B	C	D
S-6	620-1	538 (600-1)	620-1½ 538 (600-1½)	620-1¾ 538 (600-1¾)
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ISM	APP CRS	Rwy Idg	6000
109.75	153°	TDZE	82
Chan 34 (Y)		Apt Elev	82

ILS or LOC RWY 15

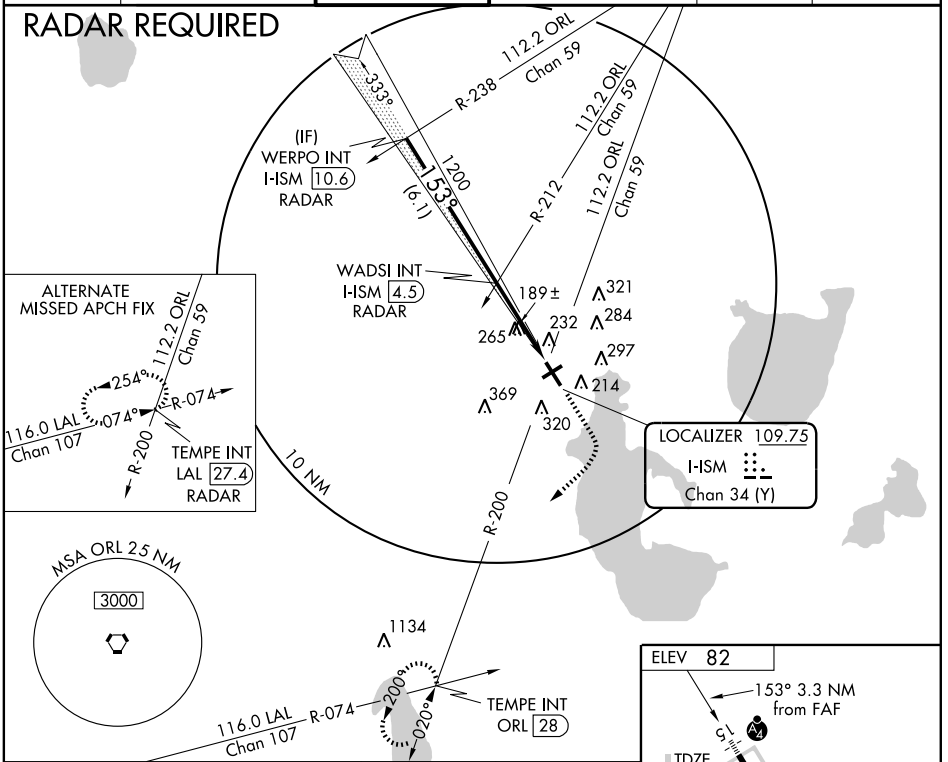
ORLANDO/ KISSIMMEE GATEWAY (ISM)

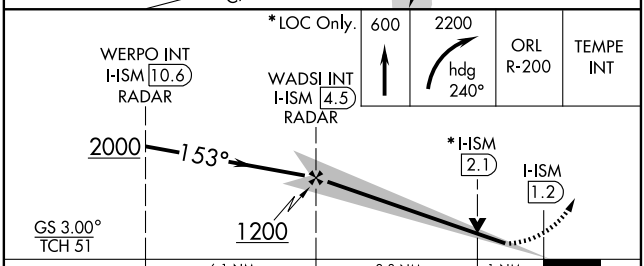
VDP NA with Orlando Intl altimeter setting. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA to 309 and all MDAs 40 feet; increase Circling visibility Cat C ¼ mile.

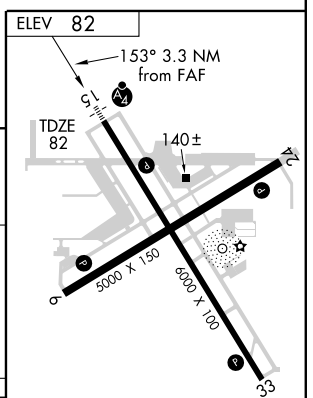
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2200 on heading 240° and ORL VORTAC R-200 to TEMPE INT/ORL 28 DME and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 15	282-¾ 200 (200-¾)			
S-LOC 15	440-¾ 358 (400-¾)			440-1¼ 358 (400-1¼)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

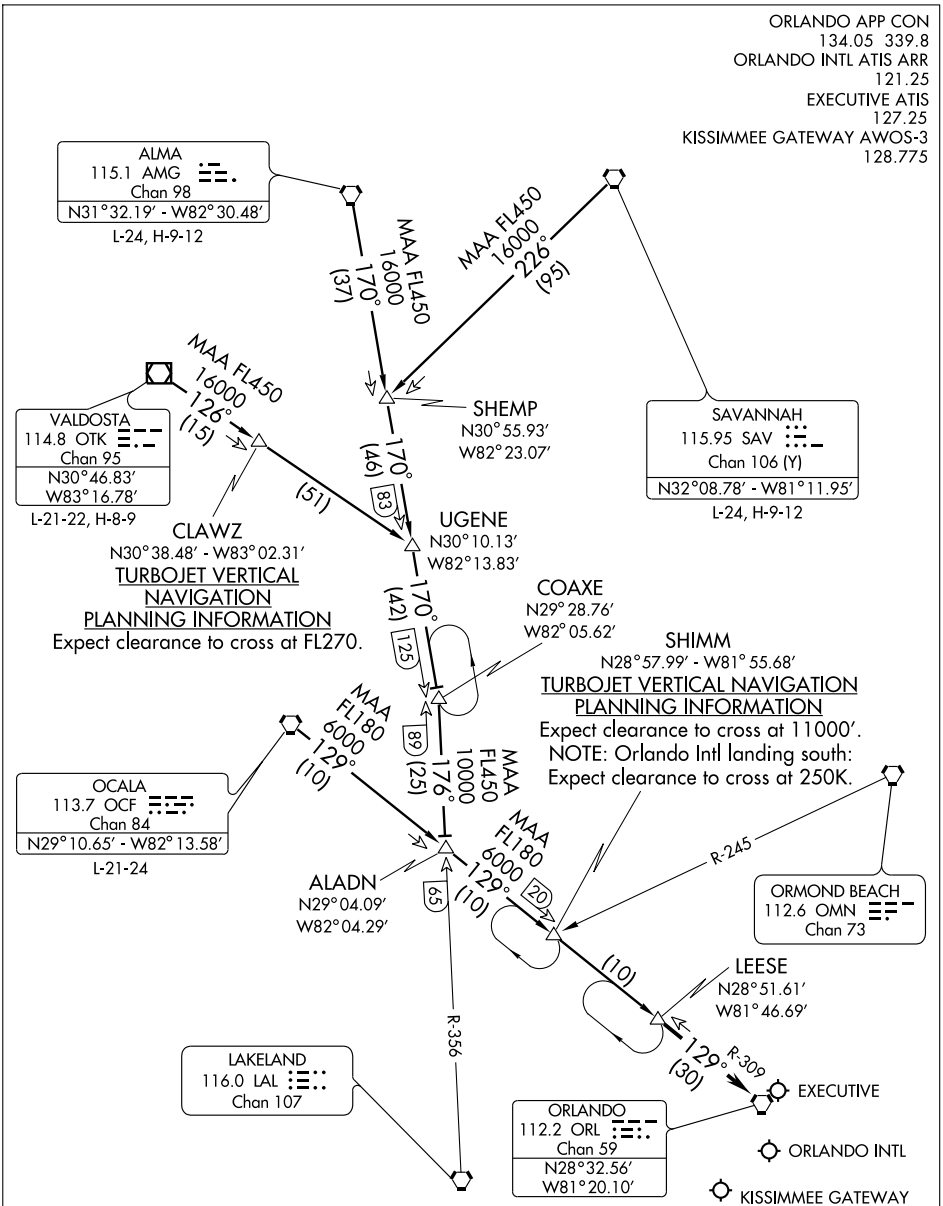
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

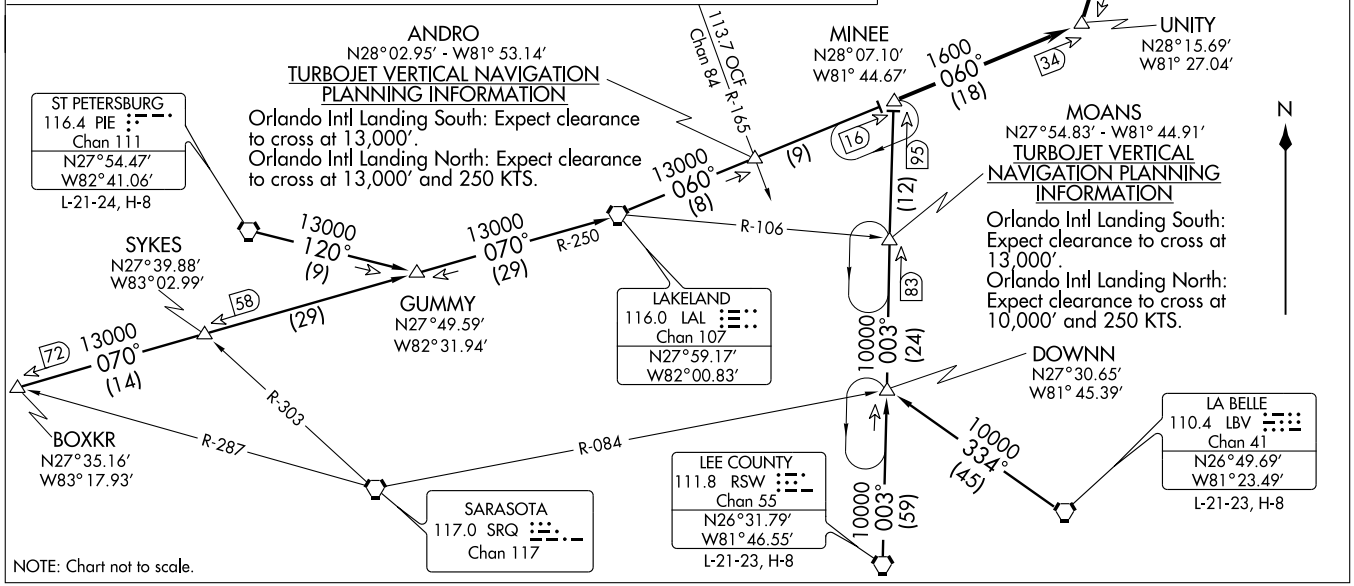
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

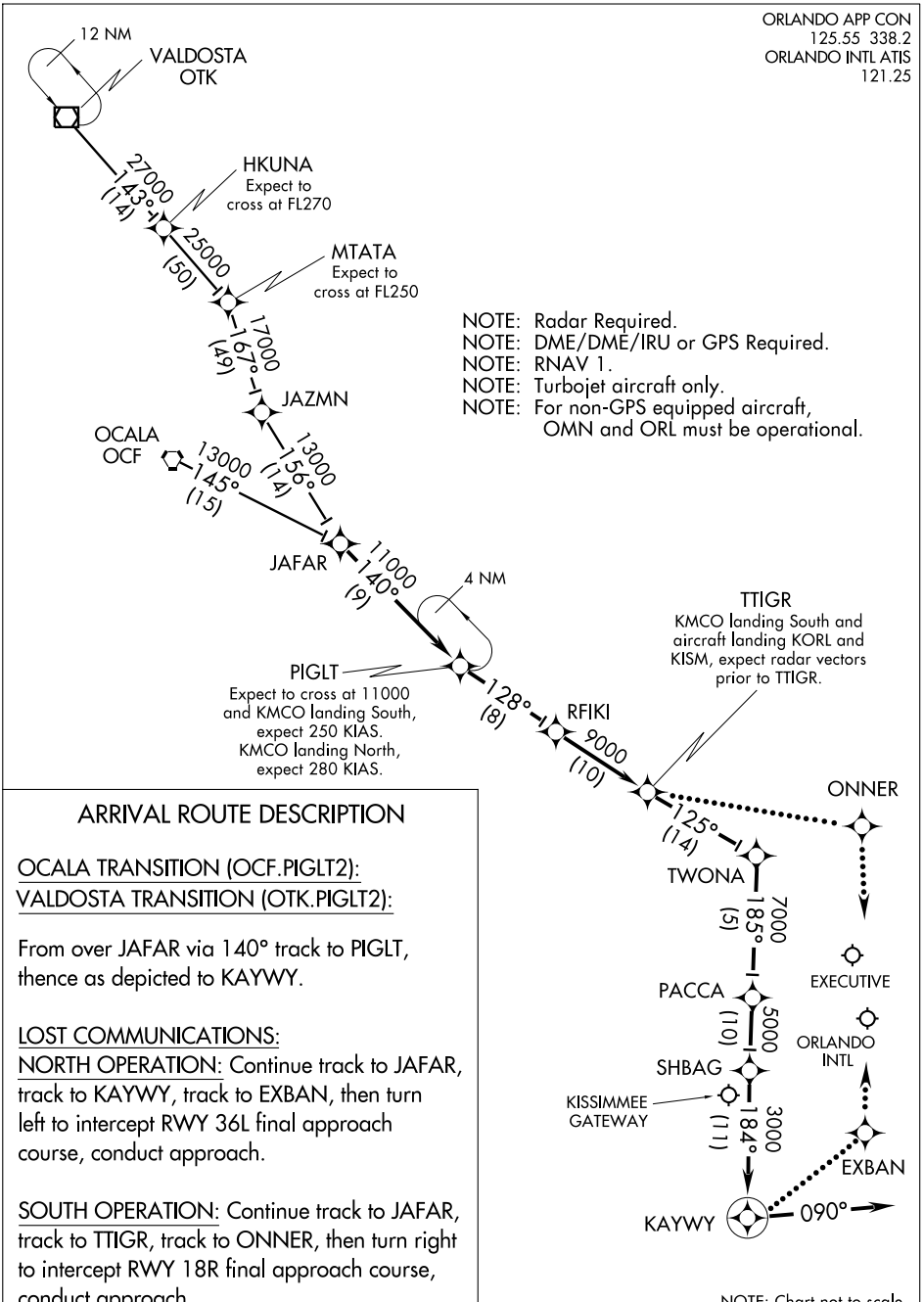
. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 45507 W15A	APP CRS 153°	Rwy Idg 6000 TDZE 82 Apt Elev 82

RNAV (GPS) RWY 15

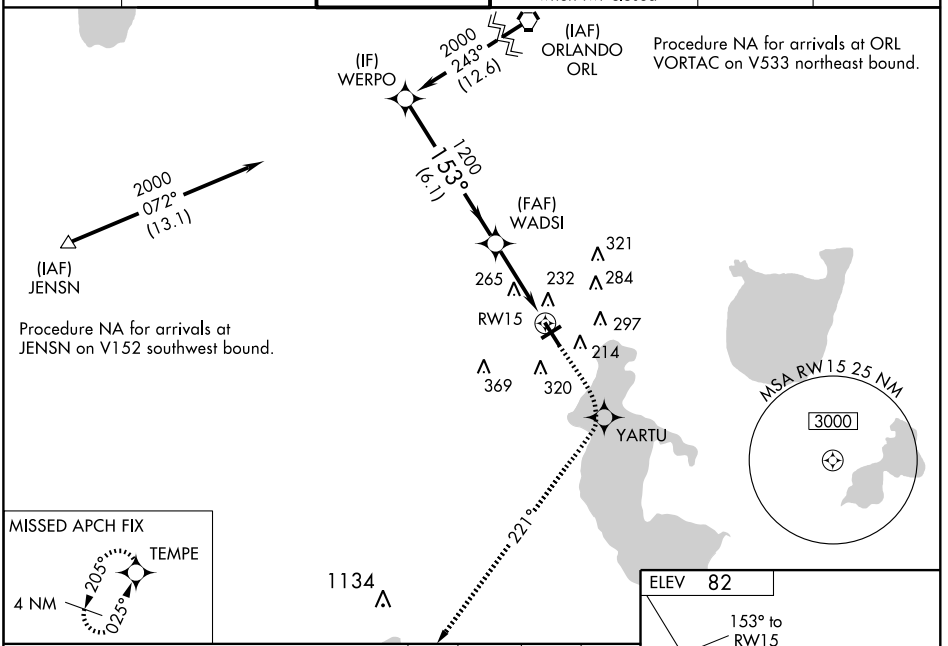
ORLANDO/KISSIMMEE GATEWAY (ISM)

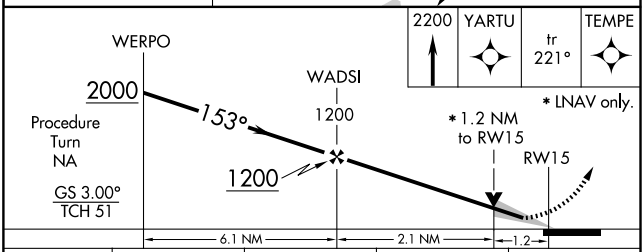
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 309, LNAV/VNAV DA all Cats to 559, and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

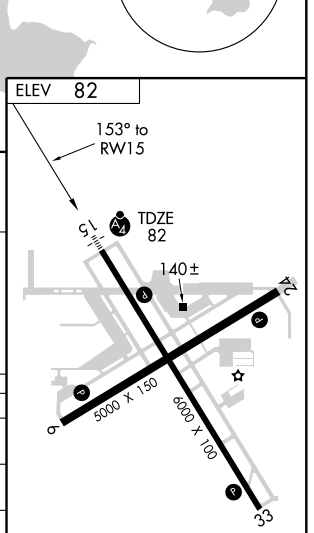
MALSF

MISSED APPROACH: Climb to 2200 direct YARTU and on track 221° to TEMPE and hold

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	282-¾ 200 (200-¾)			
LNAV/VNAV DA	532-1½ 450 (500-1½)			
LNAV MDA	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 42900 W33A	APP CRS 333°	Rwy Idg 6000 / TDZE 82 / Apt Elev 82

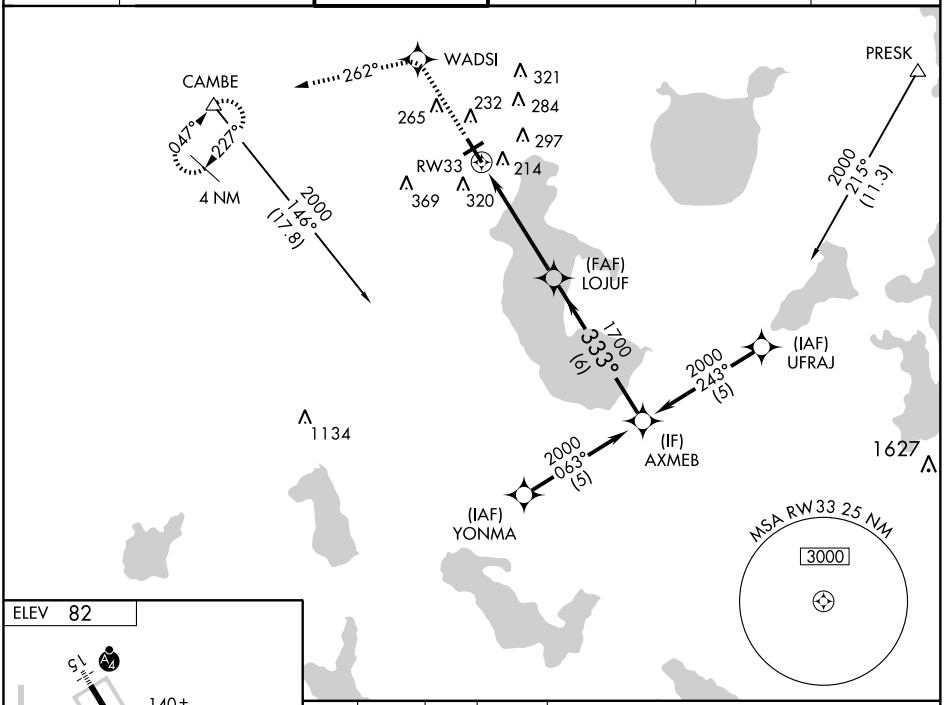
RNAV (GPS) RWY 33

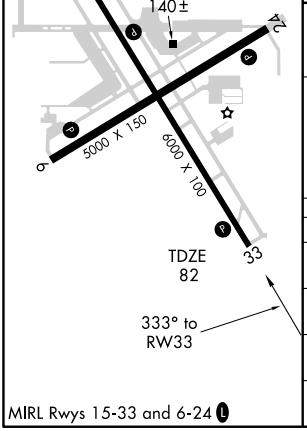
ORLANDO/KISSIMMEE GATEWAY (ISM)

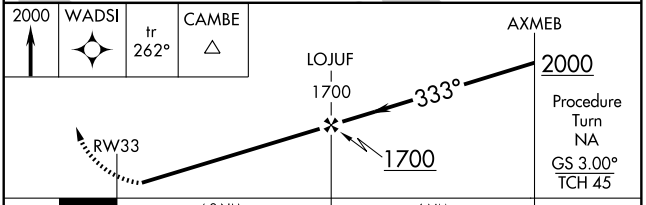
Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 359, LNAV/VNAV DA all Cats to 575, and all MDA 40 feet; increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct WADSI and on track 262° to CAMBE and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 250 (300-1)			
LNAV/VNAV DA	548-1¾ 466 (500-1¾)			
LNAV MDA	460-1 378 (400-1)			460-1¼ 378 (400-1¼)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

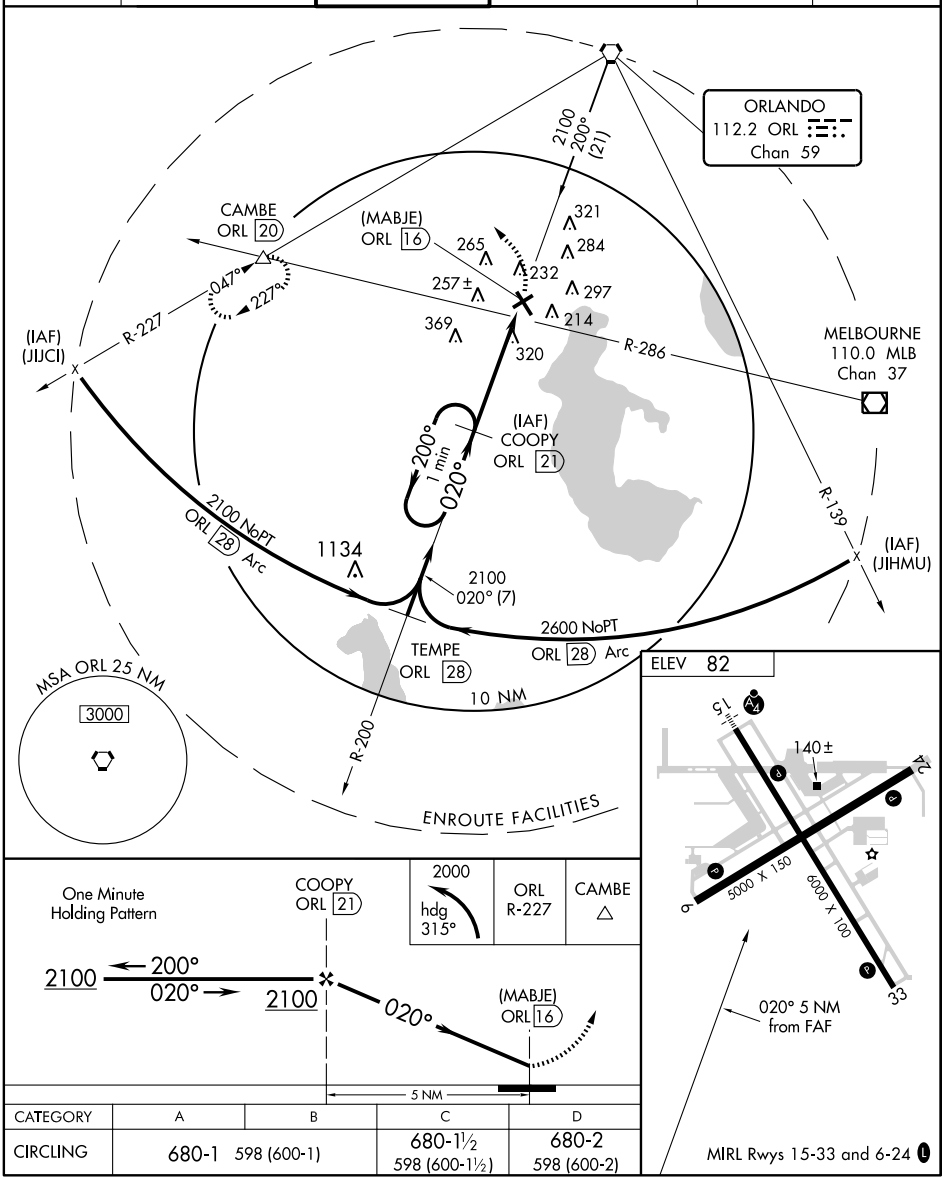
VORTAC ORL 112.2 Chan 59	APP CRS 020°	Rwy Idg N/A TDZE N/A Apt Elev 82

VOR/DME or GPS-A

ORLANDO/ KISSIMMEE GATEWAY (ISM)

MISSED APPROACH: Climbing left turn to 2000 via heading 315° and ORL R-227 to CAMBE INT and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95



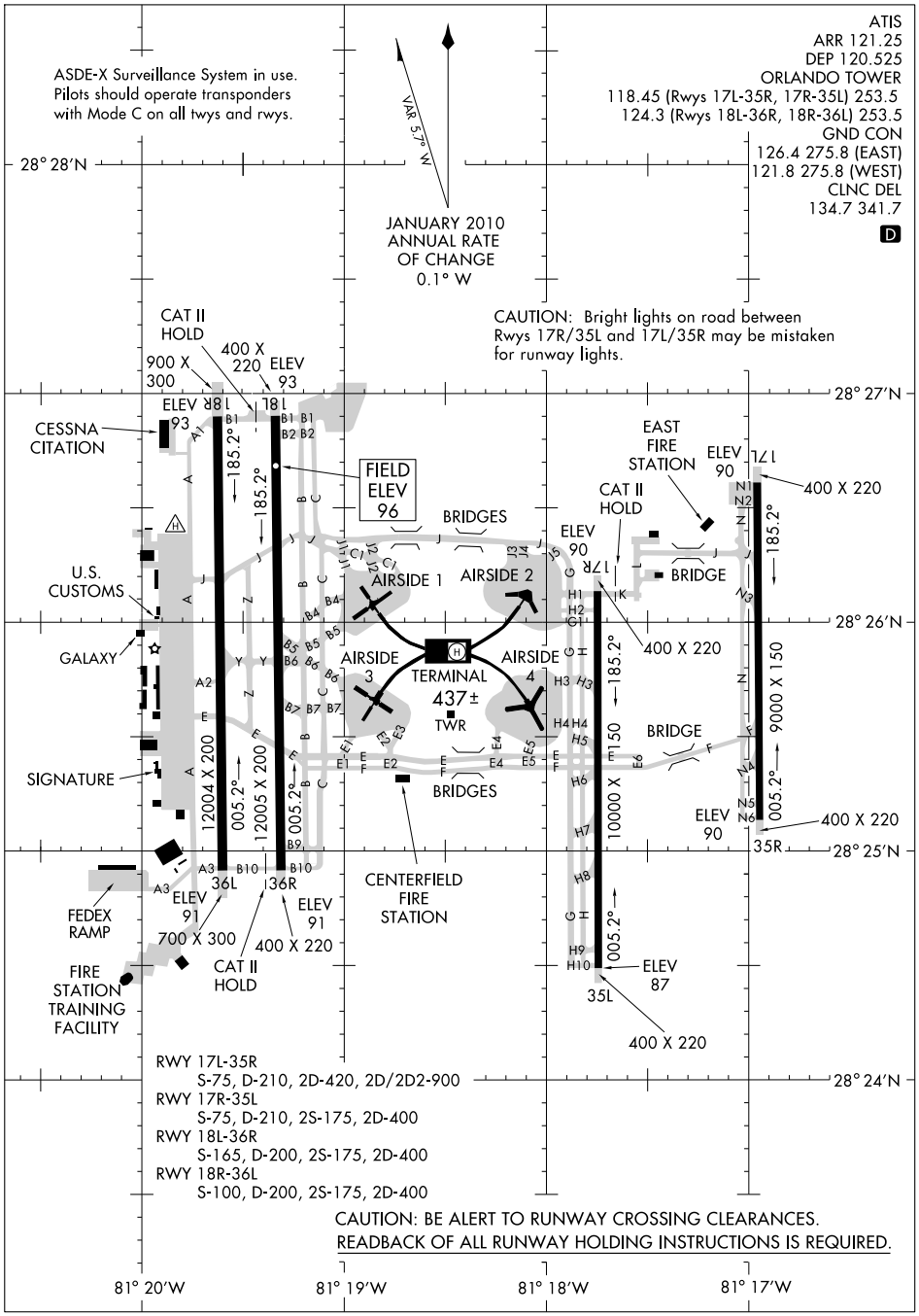
CATEGORY	A	B	C	D
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

10210

ORLANDO INTL (MCO) 6 SE UTC−5(−4DT) N28°25.76′ W81°18.54′ **JACKSONVILLE**
96 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index E NOTAM FILE MCO **H–8H, L–21D, 24F**
RWY 18L–36R: H12005X200 (CONC–ASPH–GRVD) S–165, D–200, 2S–175, 2D–400 HIRL CL **IAP, AD**

RWY 18L: VASI(V6L)—Upper GA 3.25° TCH 90′. Lower GA 3.0° TCH 52′.

RWY 36R: ALSF2. TDZL.

RWY 18R–36L: H12004X200 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400 HIRL CL

RWY 18R: MALSR. TDZL. Rgt tfc.

RWY 36L: TDZL. REIL. VASI(V6L)—Upper GA 3.25° TCH 94′. Lower GA 3.0° TCH 52′.

RWY 17R–35L: H10000X150 (CONC–GRVD) S–75, D–210, 2S–175, 2D–400 HIRL CL

RWY 17R: ALSF2. TDZL. **RWY 35L:** ALSF2.

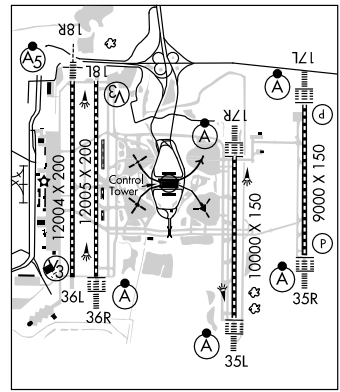
RWY 17L–35R: H9000X150 (CONC–GRVD) S–75, D–210, 2D–420, 2D/2D2–900 HIRL CL

RWY 17L: ALSF2. TDZL. PAPI(P4L).

RWY 35R: ALSF2. TDZL. PAPI(P4R).

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18L: TORA–12005 TODA–12005 ASDA–12005 LDA–12005
RWY 18R: TORA–12004 TODA–12004 ASDA–12004 LDA–12004
RWY 36L: TORA–12004 TODA–12004 ASDA–11621 LDA–11621
RWY 36R: TORA–12004 TODA–12005 ASDA–11601 LDA–11601



AIRPORT REMARKS: Attended continuously. CAUTION—Birds and deer on and invof arpt. Use caution in vicinity of twy A along west ramp. ASDE–X Surveillance System in Use: Pilots should operate transponders with Mode C on all twys and rwys. Unless advised by ATIS, departing flights on initial ctc with GND CON, acft on west ramp, Airside 1 and 3 (Gates 1–59) use GND CON 121.8. Acft at Airside 2 and 4 (Gates 60 and higher), use GND CON 126.4. When ORL ILS Rwy 07 and MCO ILS Rwys 17 and 18R simultaneous ops are conducted, ATC radar required. Bright lights on road between Rwy 17R–35L and Rwy 17L–35R may be mistaken for rwy lights. Rwy 17L touchdown, midfield and rollout runway visual range avbl. Rwy 35R touchdown, midfield and rollout runway visual range avbl. Ground ops of acft with wingspan greater than 213′ must use twys west of Rwy 18L/36R except north of Twy A which is restricted to wingspan less than 213′. Avoid contact with twy edge lgts; all acft determined to be FAA design group IV and above must perform judgmental oversteering instead of cockpit centerline steering when taxiing. Acft parked on Airside 2 centerline west of Twy G1 and/or south of Twy J3 between 0300Z‡ and 1200Z‡. Rwy 17L–35R TDZL unlit 0400–1100Z‡. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (407) 855–5235. **HIWAS** 112.2 ORL. LLWAS.

COMMUNICATIONS: D-ATIS ARR 121.25 **D-ATIS DEP** 120.525 **UNICOM** 122.95

Ⓡ **APP/DEP CON** 124.8 (000°–180° abv 5000′) 120.15 (181°–359° abv 5500′) 121.1 (311°–060° 5500′ and blo) 127.325 (061°–180° 5000′ and blo) 119.4 (181°–310° 5500′ and blo) **(APP ONLY** Secondary 134.05 125.55 123.85)

TOWER 124.3 (Rwy 18L–36R and Rwy 18R–36L) 118.45 (Rwy 17L–35R and Rwy 17R–35L) **GND CON** 121.8 (West) 126.4 (East) **CLNC DEL** 134.7

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

(H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 169° 6.9 NM to fld. 102/00E. **HIWAS.**
ILS/DME 111.75 I–DIZ Chan 54Y Rwy 17R. Class IIE.
ILS/DME 110.5 I–DDO Chan 42 Rwy 35L. Class IIIE.
ILS/DME 110.95 I–ARK Chan 46(Y) Rwy 17L. Class IIE.
ILS/DME 111.15 I–CER Chan 48(Y) Rwy 35R. Class IIE.
ILS/DME 110.7 I–OJP Chan 44 Rwy 36R. Class IIIE.
ILS/DME 111.9 I–TFE Chan 56 Rwy 18R. Class IA.

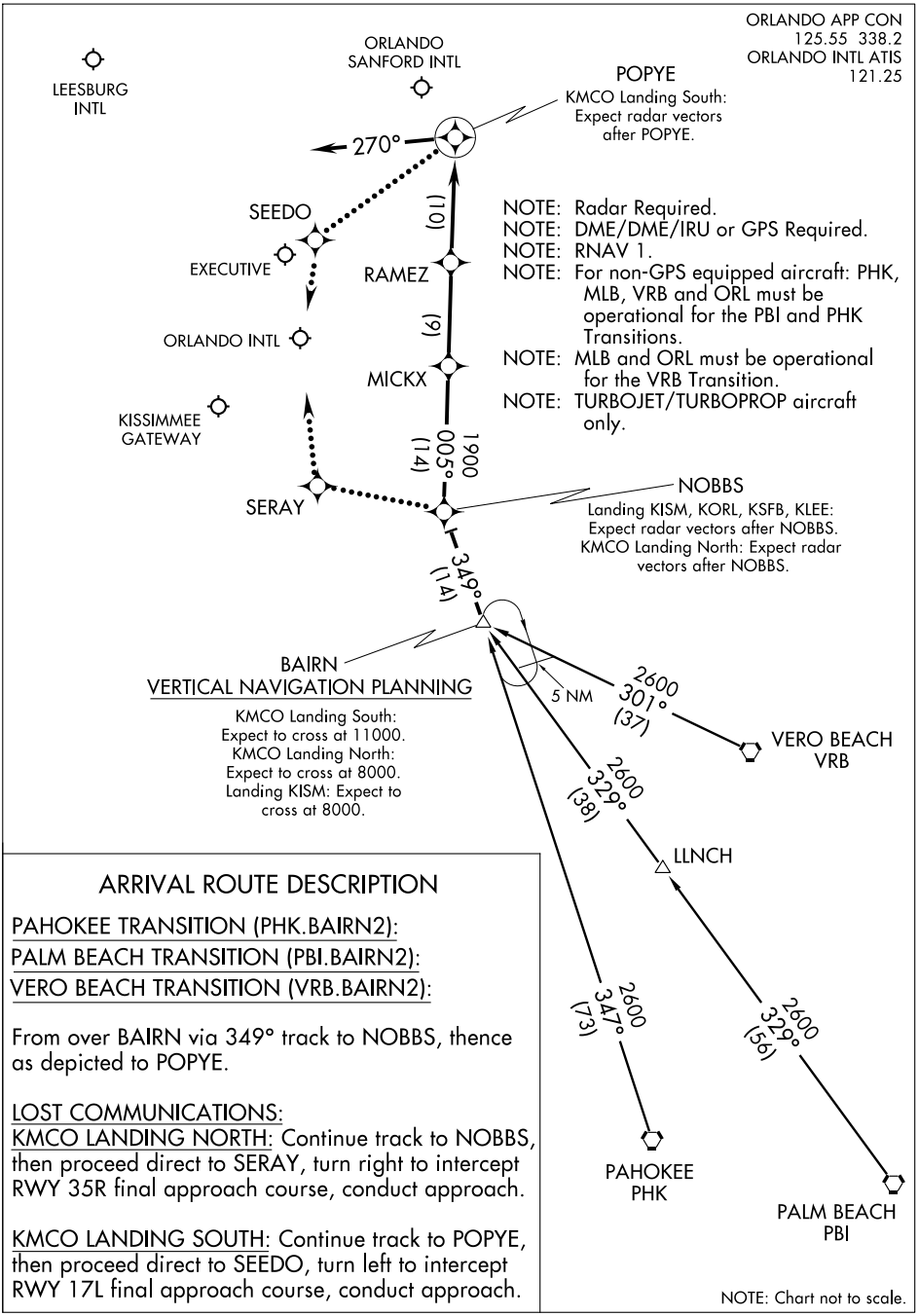
HELIPAD H1: H44X44 (CONC)

HELIPORT REMARKS: 24 hr PPR for Helipad ldg call 407–825–2036. Commercial ops only, no private ops.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

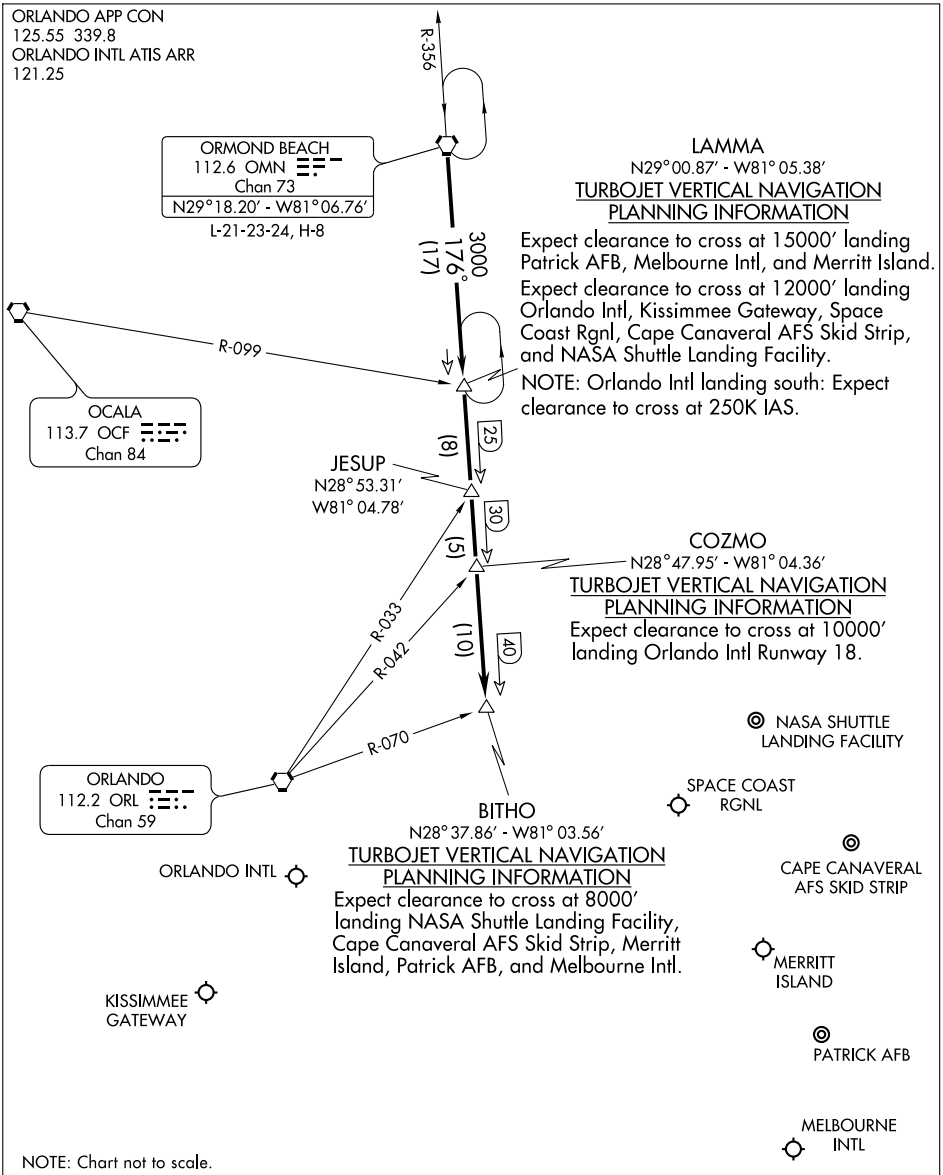
LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)
ORLANDO, FLORIDA
(BAIRN.BAIRN2) 09239
SE-3, 23 SEP 2010 to 21 OCT 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

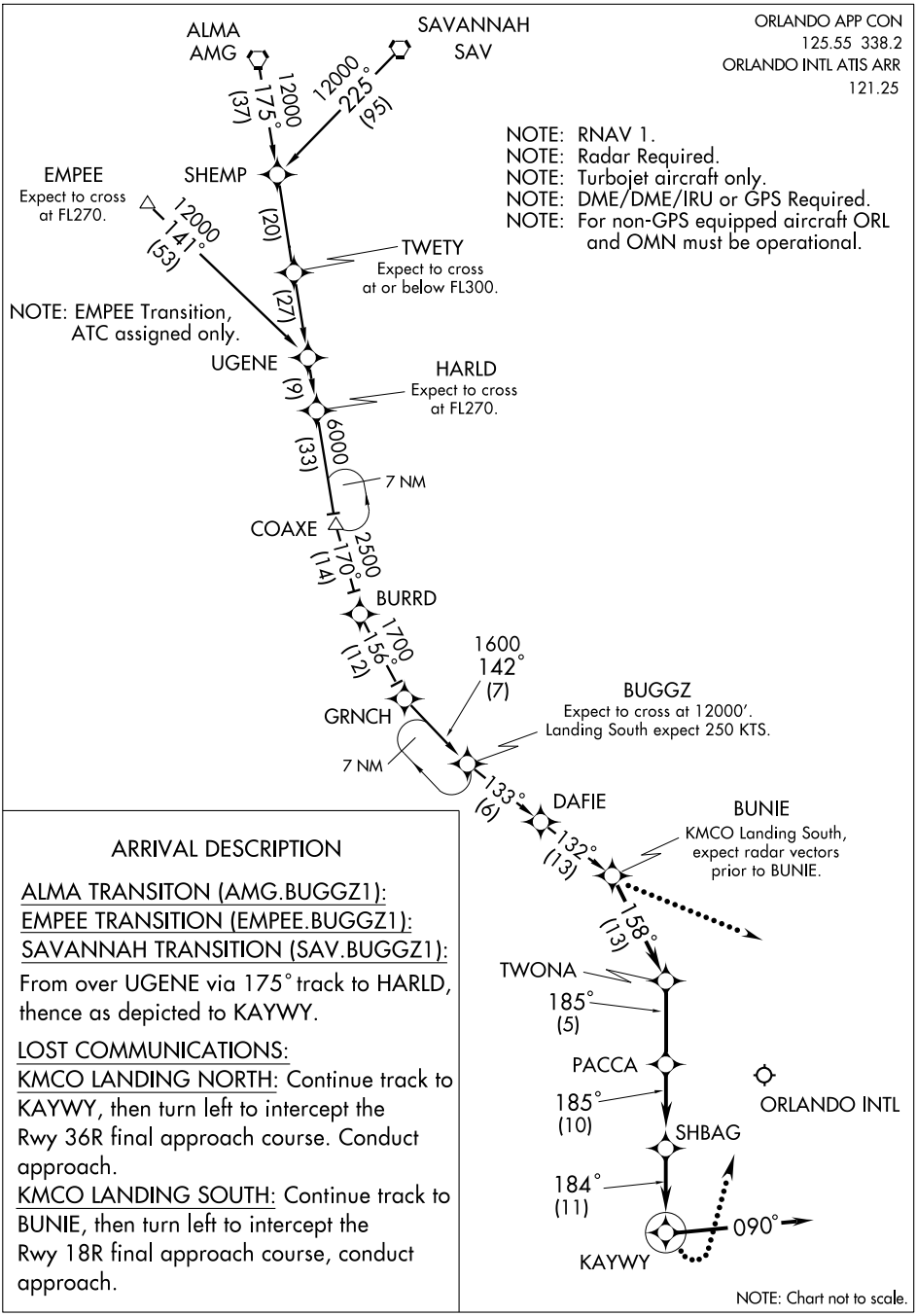


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

ALMA TRANSITON (AMG.BUGGZ1):
EMPEE TRANSITION (EMPEE.BUGGZ1):
SAVANNAH TRANSITION (SAV.BUGGZ1):

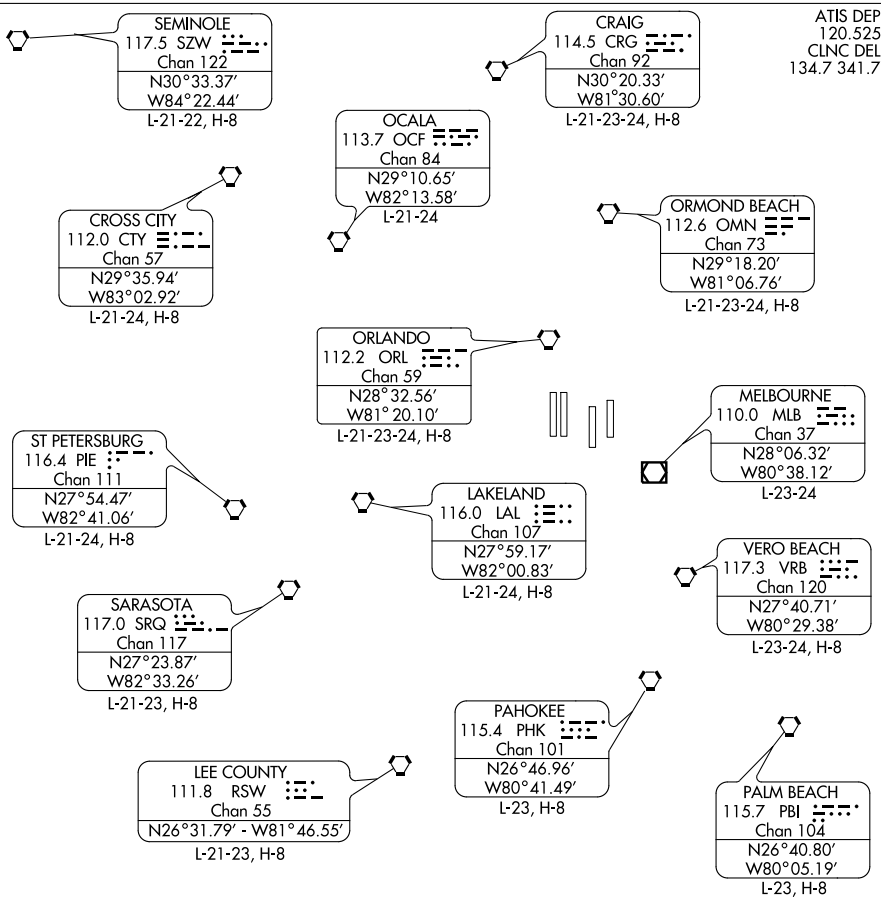
From over UGENE via 175° track to HARLD, thence as depicted to KAYWY.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to KAYWY, then turn left to intercept the Rwy 36R final approach course. Conduct approach.

KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course, conduct approach.

CITRUS FIVE DEPARTURE



TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

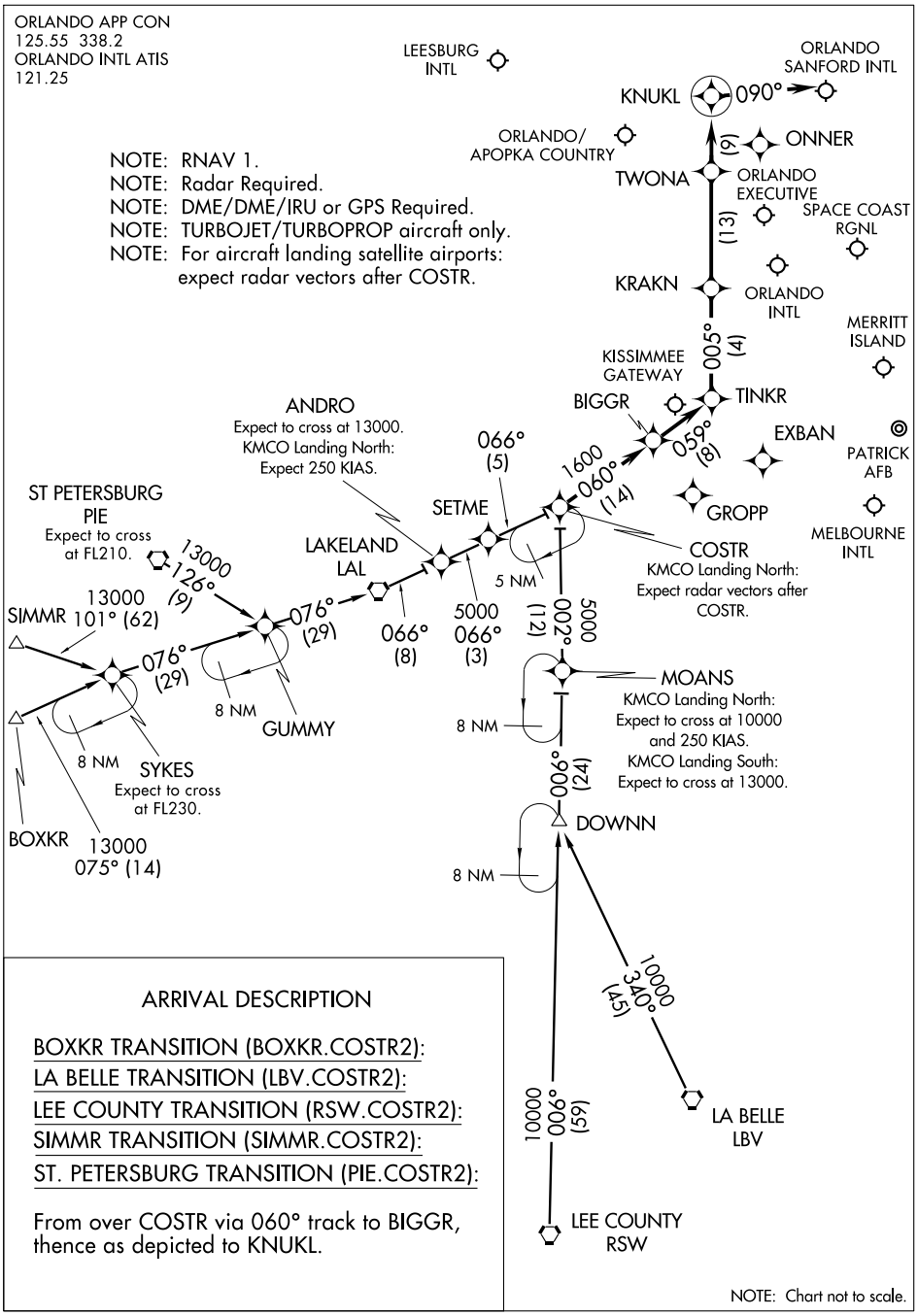
TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft climb on heading as assigned for vectors to appropriate fix. Maintain 1500 feet. Expect further clearance to filed altitude/flight level 10 minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

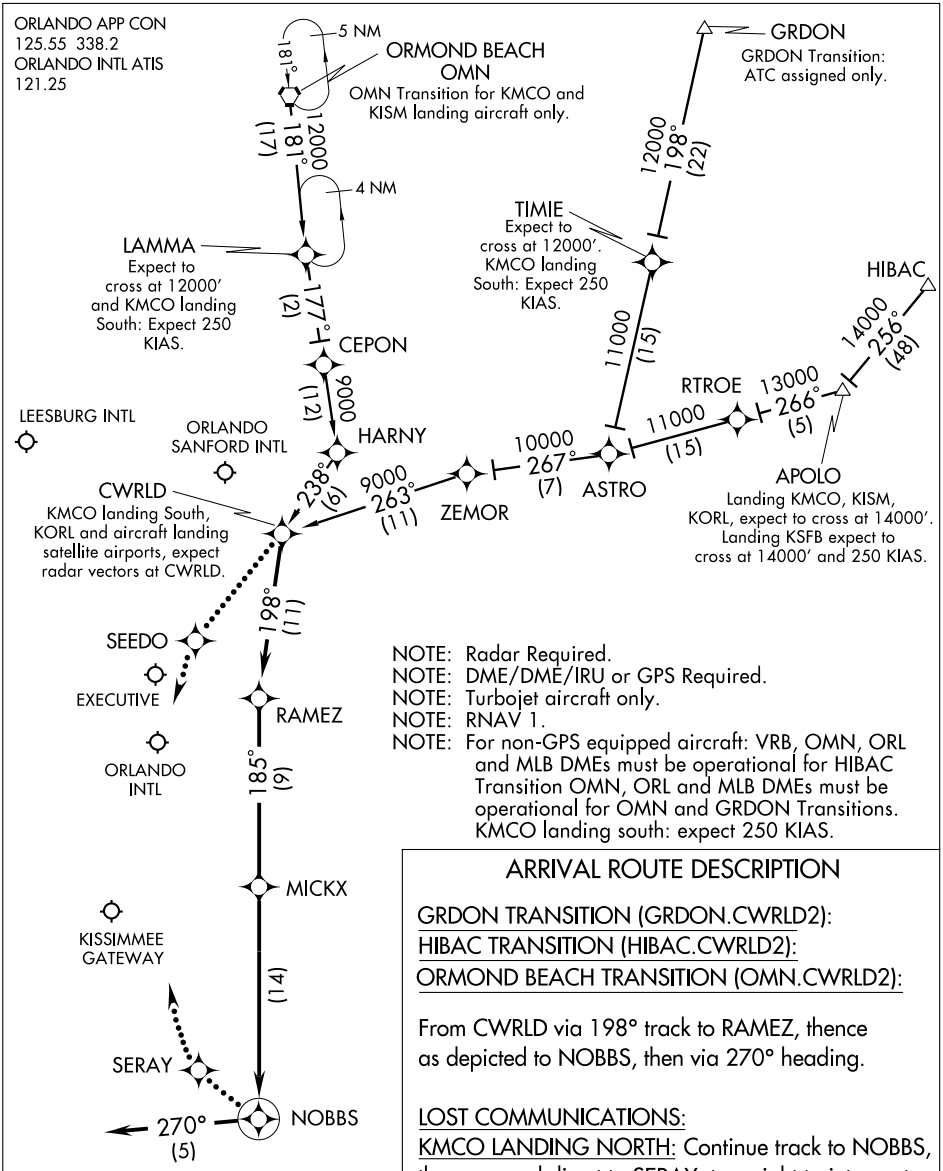
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

EPCOT TWO DEPARTURE (RNAV)

(EPCOT2.EPCOT) 10154

ORLANDO, FLORIDA

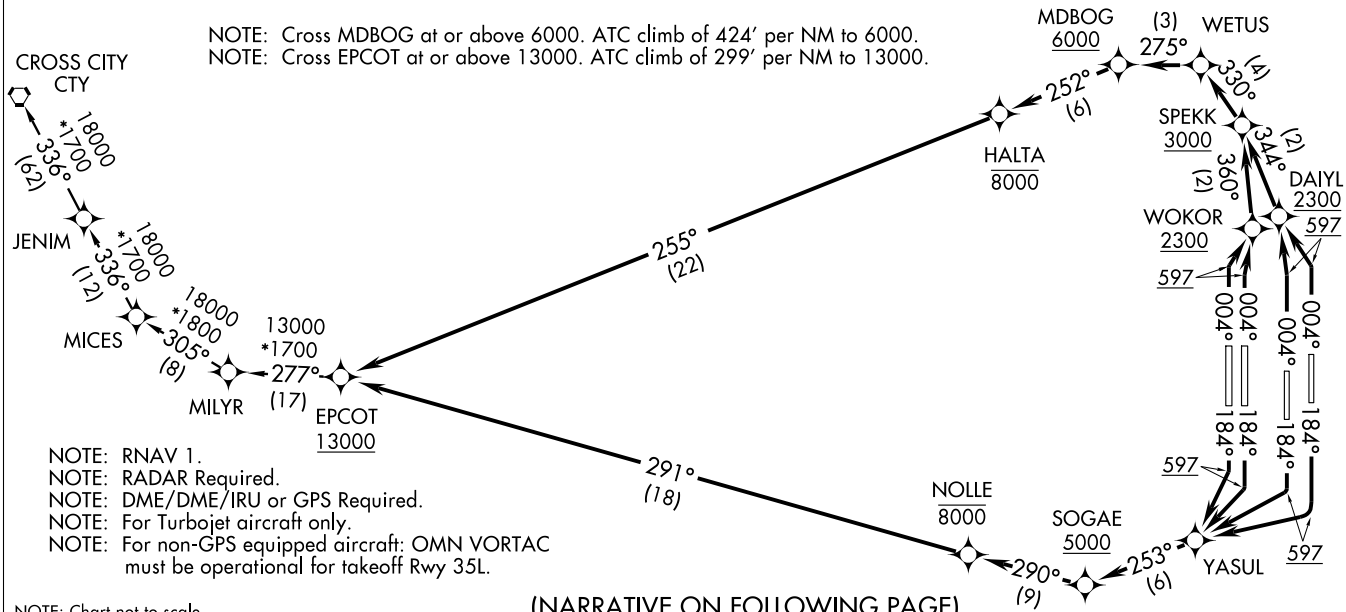
ORLANDO INTL (MCO)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

N

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ACT Climb Rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.

NOTE: Cross MDBOG at or above 6000. ATC climb of 424′ per NM to 6000.
NOTE: Cross EPCOT at or above 13000. ATC climb of 299′ per NM to 13000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN VORTAC must be operational for takeoff Rwy 35L.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EPCOT TWO DEPARTURE (RNAV)
(EPCOT2.EPCOT) 10154
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

SL-571 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

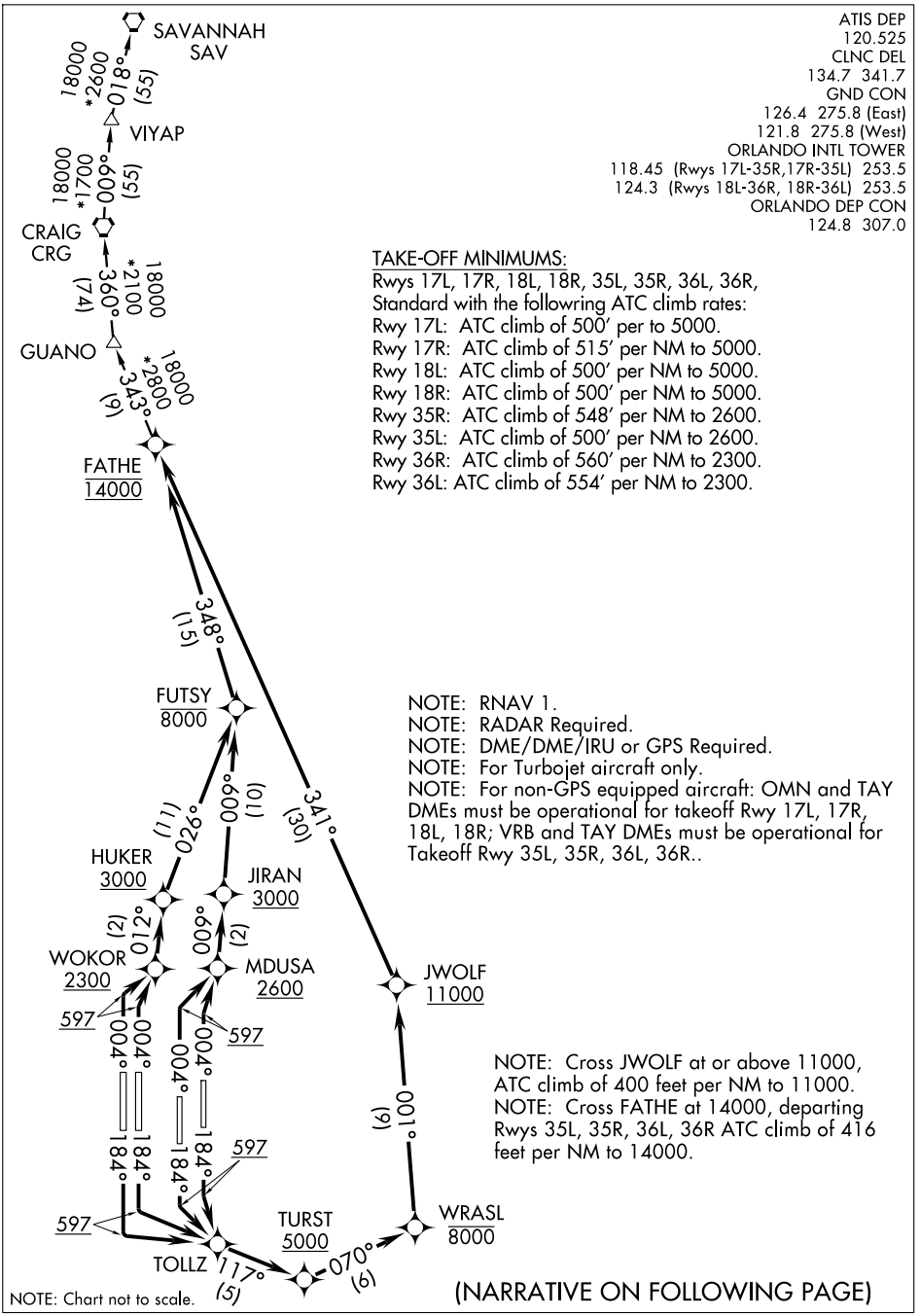
CROSS CITY TRANSITION (EPCOT2.CTY):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

FATHE TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

FATHE TWO DEPARTURE (RNAV)
(FATHE2.FATHE) 10154
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

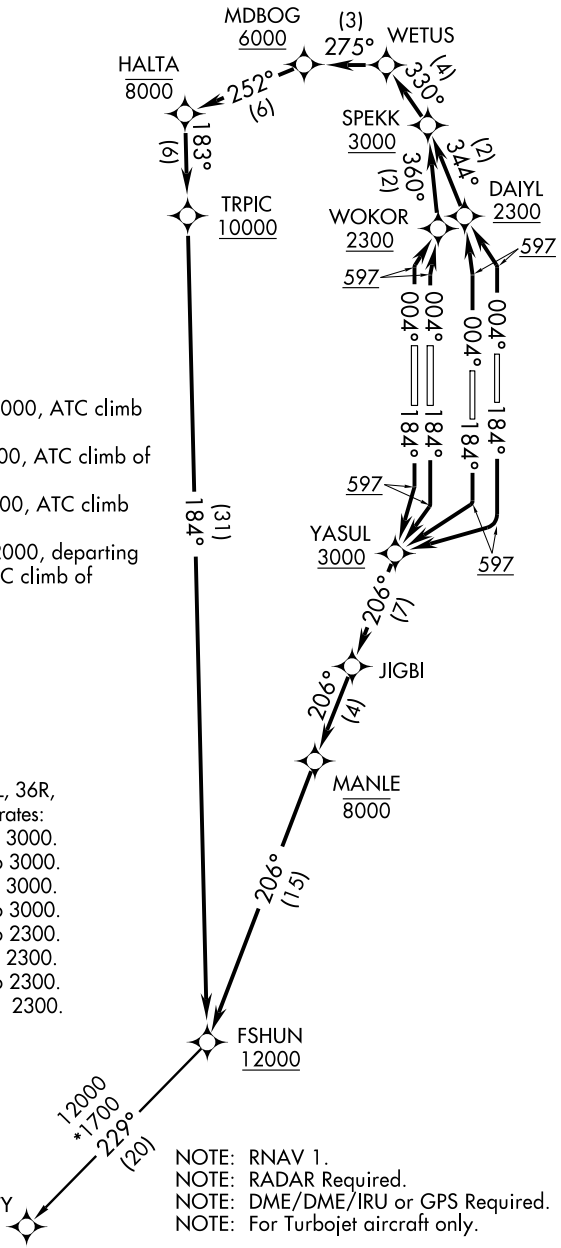
SAVANNAH TRANSITION (FATHE2.SAV):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1,073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

FSHUN TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross HALTA at or below 8000, ATC climb of 332′ per NM to 8000.
NOTE: Cross TRPIC at or above 10000, ATC climb of 342′ NM to 10000.
NOTE: Cross FSHUN at or above 12000, departing Rwys 17L, 17R, 18L, 36R ATC climb of 348′ per NM to 12000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 552′ per NM to 3000.
Rwy 17R: ATC climb of 672′ per NM to 3000.
Rwy 18L: ATC climb of 701′ per NM to 3000.
Rwy 18R: ATC climb of 708′ per NM to 3000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

FSHUN TWO DEPARTURE (RNAV)
(FSHUN2.FSHUN) 10154
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

SHFTY TRANSITION (FSHUN2.SHFTY):

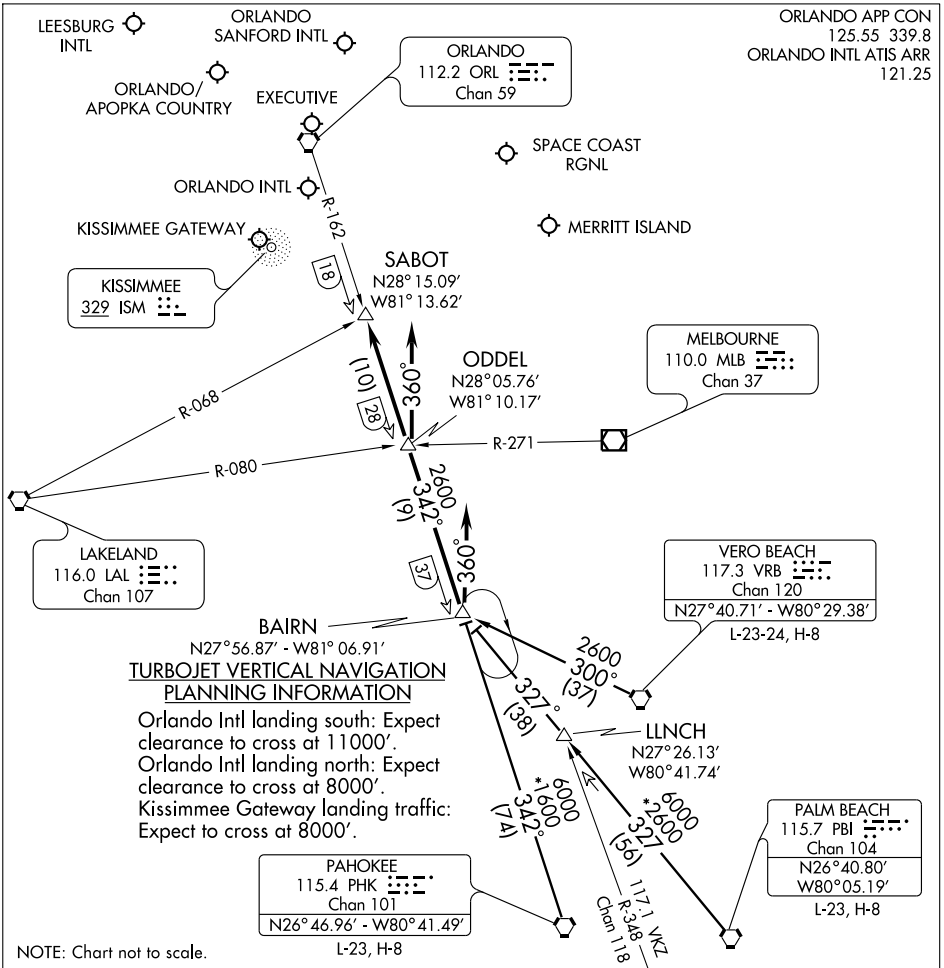
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

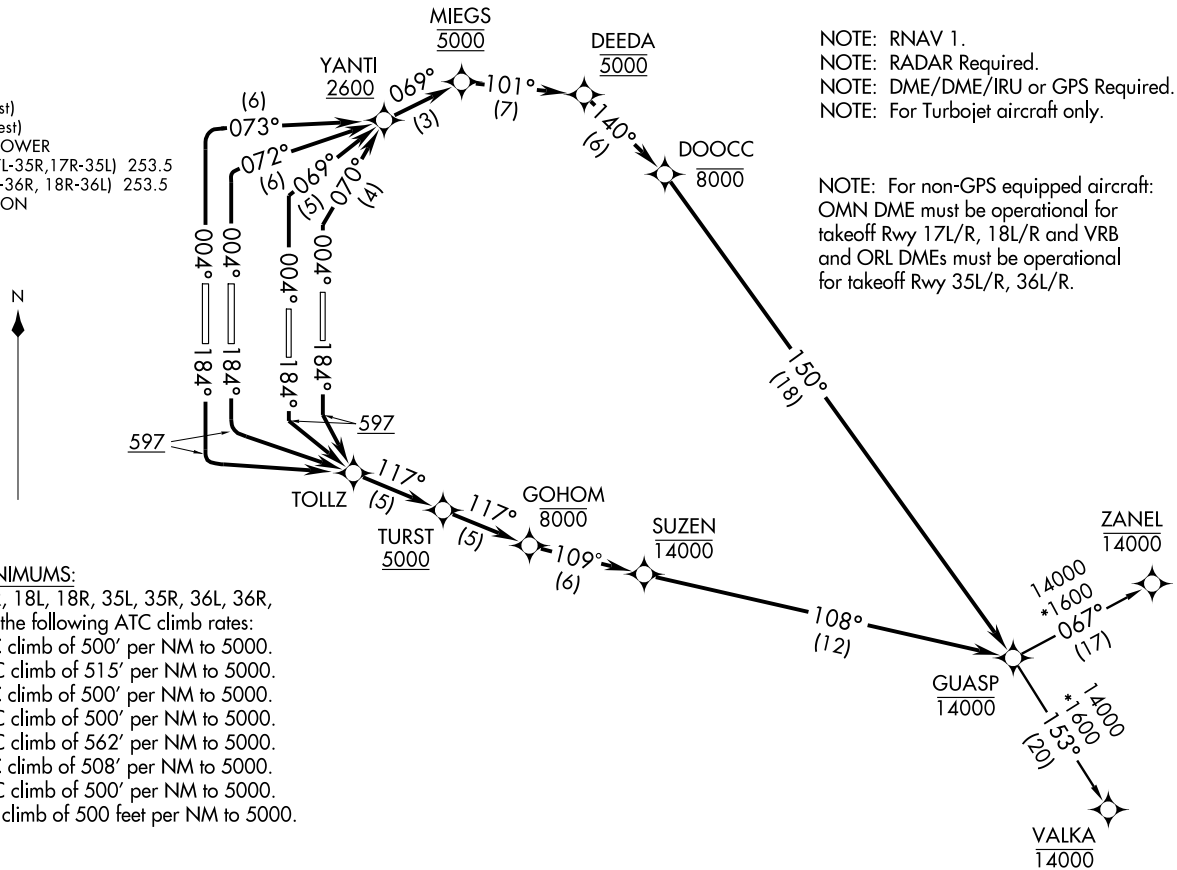
SE-3, 23 SEP 2010 to 21 OCT 2010

GUASP TWO DEPARTURE (RNAV)

(GUASP2.GUASP) 10154

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 17L/R, 18L/R and VRB and ORL DMEs must be operational for takeoff Rwy 35L/R, 36L/R.

TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 515′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 562′ per NM to 5000.
Rwy 35L: ATC climb of 508′ per NM to 5000.
Rwy 36R: ATC climb of 500′ per NM to 5000.
Rwy 36L: ATC climb of 500 feet per NM to 5000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(GUASP2.GUASP) 10154
GUASP TWO DEPARTURE (RNAV)

SI-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

VALKA TRANSITION (GUASP2.VALKA):
ZANEL TRANSITION (GUASP2.ZANEL):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ARK	APP CRS	Rwy Idg 9000
110.95	184°	TDZE 90
Chan 46 (Y)		Apt Elev 96

ILS or LOC RWY 17L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004°–184° (3.3) 4000

184° (3.2) *3000

*2500 184° (1.6)

184° (3.2) 1500

10 NM

1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

Executive

241 215 210 356 465

MM IM

346

ORL R-140

516

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065 300° 110.0 MLB Chan 37

116.0 LAL Chan 107

PRESK ORL 16.2

R-065 140° 320°

116.0 LAL Chan 107

MSA ORL 25 NM

3000

LOCALIZER 110.95 I-ARK Chan 46(Y)

ELEV 96 D

184° 4.2 NM from FAF

18R 18L 17L 17R

190 218 TDZE 90

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35L 35R

HIRL all Rwys

REIL Rwy 36L

TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident.

HERVI I-ARK 13.7 RADAR

KAKEY I-ARK 17 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

I-ARK 2.7

I-ARK 1.7

MM IM

1500

184° 4000 184° 4000* 3000* 2500* 1500

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

0.1 0.2 0.7 3.2 3.2 NM 1.6 NM 3.2 NM 3.3 NM

CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS or LOC RWY 17R
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

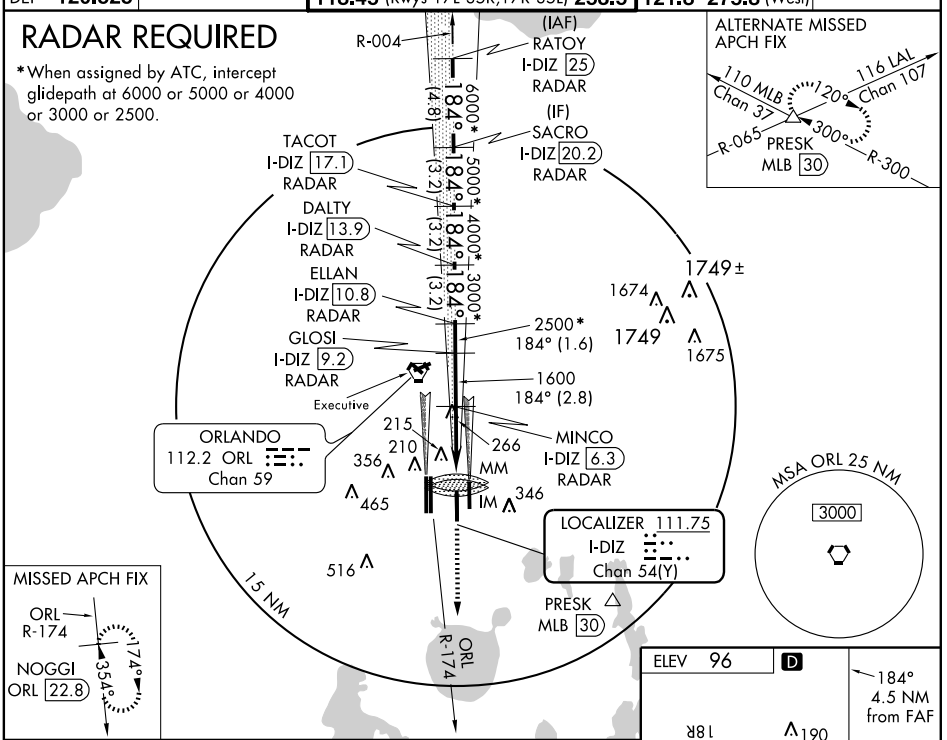
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

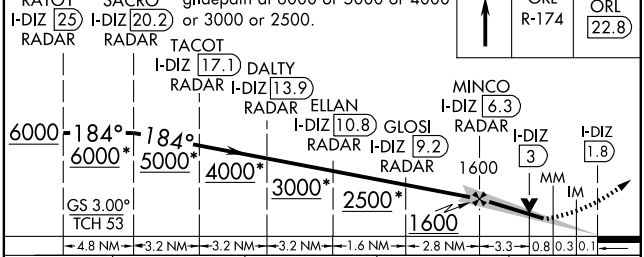
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.



MISSED APCH FIX
ORL R-174
NOGGI ORL 22.8
174°
354°

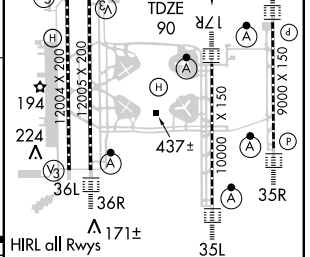
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

3000 | ORL R-174 | NOGGI ORL 22.8



ELEV 96 D

184° 4.5 NM from FAF



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	520/50 430 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 18R

ORLANDO INTL (MCO)

LOC/DME I-TFE	APP CRS	Rwy Idg 12004
111.9	184°	TDZE 94
Chan 56		Apt Elev 96

Simultaneous approach authorized with Rwy 17R or Rwy 17L. DME or Radar required. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 on heading 270° and ORL VORTAC R-227 to CAMBE INT/ORL 20 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	East 126.4 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	West 121.8 275.8	

CAMBE ORL 20
112.2 ORL R-227 Chan 59
R-286
110.0 MLB Chan 37
116.0 LAL R-046 Chan 107
047° 227°
MISSED APCH FIX

(IAF) HOLOP I-TFE 19.3 RADAR
004°
5000*
4000* 184° (3.2)
(IF) NAVAL I-TFE 17.3 RADAR
184° (2)
ONNER I-TFE 14.2 RADAR
3000* 184° (3.2)
HAMMY I-TFE 11 RADAR
2200 184° (2.5)
TUFFE INT I-TFE 8.5 RADAR
IVODE I-TFE 4.5 RADAR
10 NM

CAMBE LAL 29
112.2 ORL R-227 Chan 59
R-286
110.0 MLB Chan 37
116.0 LAL R-046 Chan 107
046° 226°
ALTERNATE MISSED APCH FIX

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

ORLANDO 112.2 ORL Chan 59 Executive

LOM HERNY 221 OR

R-246

1749±
1674
1749
1675

MSA ORL 25 NM
3000

229 215
356 210 MM
465
346

LOCALIZER 111.9
I-TFE
Chan 56
516

R-227

CAMBE ORL 20

ELEV 96 D

184° 6.3 NM from FAF

18R 190 218 18L 17L
17R
TDZE 94
194
224
36L 36R 35L 35R
12004 X 200
12005 X 200
10000 X 150
9000 X 150
437±
171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

HOLOP I-TFE 19.3 RADAR
NAVAL I-TFE 17.3 RADAR
ONNER I-TFE 14.2 RADAR
HAMMY I-TFE 11 RADAR
TUFFE INT I-TFE 8.5 RADAR
IVODE I-TFE 4.5 RADAR
I-TFE 3.2
I-TFE 2.2

Use I-TFE DME when on the localizer course.

500 4000 hdg 270° ORL R-227 CAMBE

†LOC only

5000 184° 184°
GS 3.00° *5000 *4000 *3000
TCH 55
2200 †880
MM

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

2 NM 3.2 NM 3.2 NM 2.5 NM 4 NM 1.3 0.6 0.4

CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	480/24 386 (400-½)			480/40 386 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS or LOC RWY 35L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SANFORD 408 SFB

ORLANDO 112.2 ORL Chan 59

OVIDO ORL 13

LOCALIZER 110.5 I-DDO Chan 42

112.6 OMN Chan 73

Executive

R-049 R-183

325° 408 SFB 049° 229± 265° 085°

1674 1749± 1749 1675

210 215 356 465 516 346 IM MM 184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

1600 004° (4.4) 3000* 004° (3.2) 4000* 184° (2.6) 184°

1949

MSA ORL 25 NM 3000

15 NM

ELEV 96 D

18R 18L 190 218 17L 17R 194 224 12004 X 200 12005 X 200 10000 X 150 9006 X 150 437± 36L 36R TDZE 88 35R 171± 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

004° 4.5 NM from FAF

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

3000	hdg 005°	ORL R-049	OVIDO

FOBUK I-DDO 13.9 RADAR

NOGGI I-DDO 16.5 RADAR

FITEM I-DDO 10.8 RADAR

SPURR I-DDO 6.3 RADAR

I-DDO 1.8 I-DDO 2.8 IM MM 1600 004° 3000* 004° 4000* 5000 GS 3.00° TCH 57

*When assigned by ATC, intercept glidepath at 3000 or 4000.

0.1 0.4 0.5 3.5 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	440/24 352 (400-½)			440/40 352 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS or LOC RWY 35R

ORLANDO INTL (MCO)

T A Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar required. LOC procedure NA during simultaneous operations. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX 265° 085° SANFORD 408 SFB

RADAR REQUIRED

215 356 346 465 516

IM MM

ORL R-140

10 NM

164 ±

HEWES I-CER 6.2 RADAR

140° 320°

1600

004° (4.4)

PRESK ORL 16.2

1949

FESHA I-CER 10.6 RADAR

* 3000

004° (3.2)

(IF) SERAY I-CER 13.7 RADAR

* 4000

004° (2.6)

(IAF) CRUSE I-CER 16.3 RADAR

184°

MSA ORL 25 NM 3000

116.0 LAL Chan 107

R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS glidepath not coincident.

500 3000 ORL R-140 PRESK

CRUSE I-CER 16.3 RADAR

SERAY I-CER 13.7 RADAR

FESHA I-CER 10.6 RADAR

HEWES I-CER 6.2 RADAR

I-CER 2.7

I-CER 1.7

5000

*4000

*3000

004°

1600

MM IM

* When assigned by ATC, intercept glidepath at 4000 or 3000.

GS 3.00° TCH 57

2.6 NM 3.2 NM 4.4 NM 3.5 NM 0.6 0.2 0.1

ELEV 96 D

18R 190 218 18L 17L 17R

194 224 437± 171±

12004 X 200 12005 X 200 9000 X 150 10000 X 150

36L 36R 35R 35L TDZE 90

HIRL all Rwys 004° 4.5 NM from FAF

REIL Rwy 36L

TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	480/24 390 (400-½)			480/40 390 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 36R

ORLANDO INTL (MCO)

ILS/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

▼ ADF required. DME or Radar required.
▲ Simultaneous approach authorized with Rwy 35L or Rwy 35R. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070°–250°

LOCALIZER 110.7 I-OJP Chan 44

355 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

1600 004° (4.4)

SILKY I-OJP 11 RADAR

3000* 004° (3.2)

(IF) FLOZY I-OJP 14.2 RADAR

4000* 004° (2.6)

(IAF) TRAMP I-OJP 16.8 RADAR

184°

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

10 NM

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

CAMBE ORL 20

112.2 ORL Chan 59

110 MLB Chan 37

R-286 R-047° R-227 227°

ELEV 96 D

18R 18L 17L 17R 190 218 194 224 437± 171±

12004 X 200 12005 X 200 10000 X 150 9006 X 150

TDZE 92

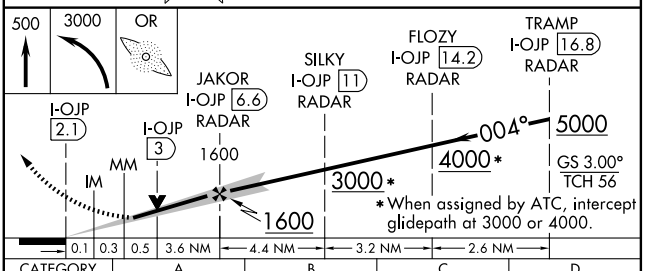
36L 36R 35L 35R

004° 4.5 NM from FAF

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	440/24 348 (400-½)			440/40 348 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ARK	APP CRS	Rwy Idg 9000
110.95 Chan 46 (Y)	184°	TDZE 90
		Apt Elev 96

ILS RWY 17L (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004° 184° (3.3) 4000

184° (3.2) *3000

*2500 184° (1.6)

184° (3.2) 1500

10 NM

1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

Executive

241 215 210 356 465 346

MM IM

ORL R-140

516

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065 300° 110.0 MLB Chan 37

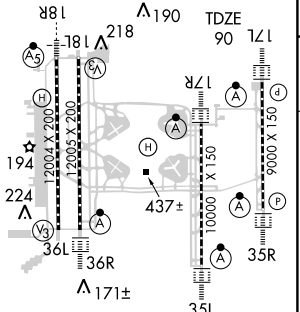
116.0 LAL Chan 107

PRESK ORL 16.2 R-065 140° 320°

116.0 LAL Chan 107

LOCALIZER 110.95 I-ARK Chan 46(Y)

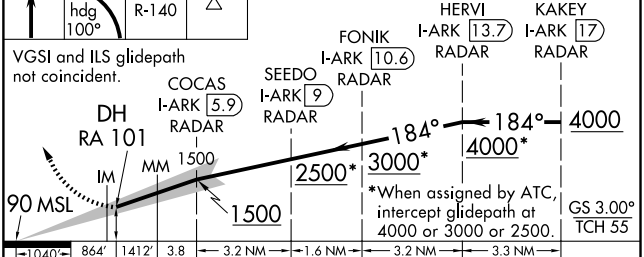
ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 17L	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS RWY 17R (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

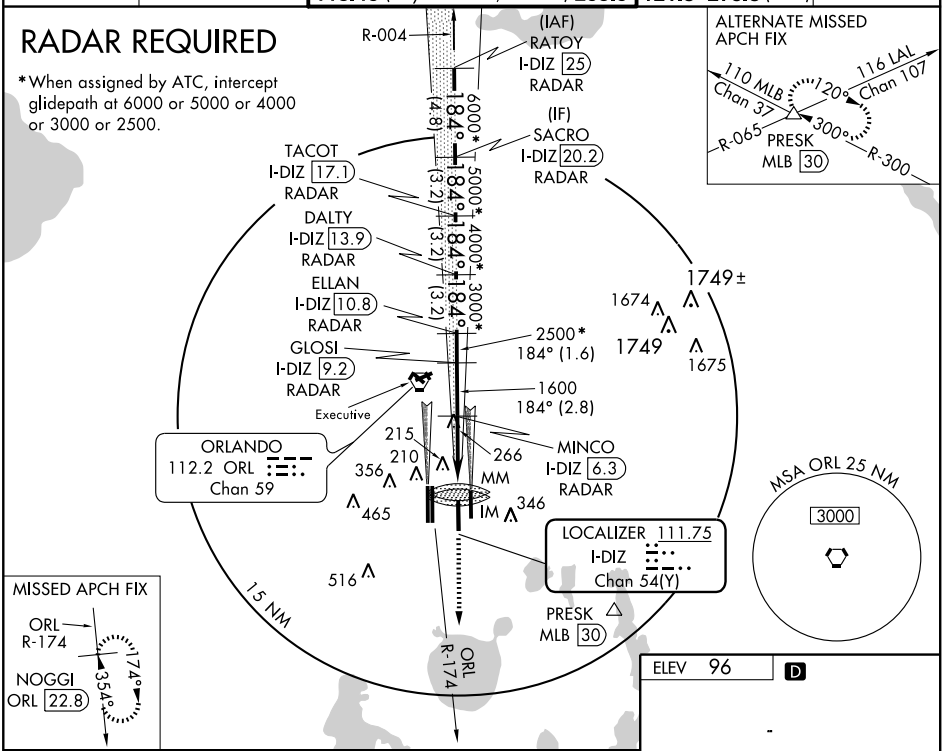
ALSF-2

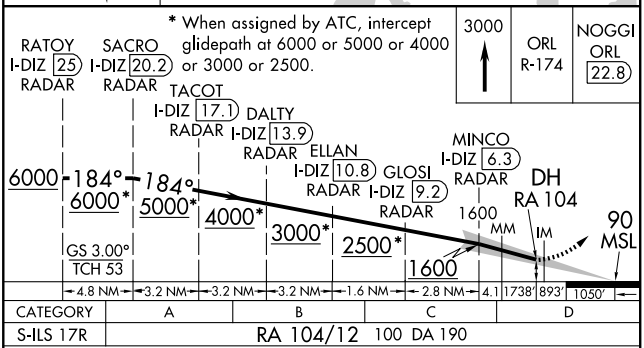
MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

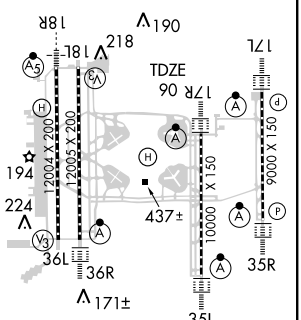
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.





CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

ORLANDO
112.2 ORL
Chan 59

LOCALIZER 110.5
I-DDO
Chan 42

325°
408 SFB
049°
229°
OVIDO
ORL 13
R-049
112.6 OMN
Chan 73
R-183
15 NM
Executive

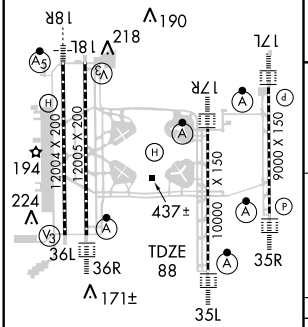
1674
1749 ±
1749
1675

210
215
356
465
346
516
IM
MM
184 ±
SPURR
I-DDO 6.3
RADAR
1600
(4.4)
004°
FITEM
I-DDO 10.8
RADAR
1949
*3000
(3.2)
004°
*4000
184° (2.6)
(IF)
FOBUK
I-DDO 13.9
RADAR
(IAF)
NOGGI
I-DDO 16.5
RADAR
184°

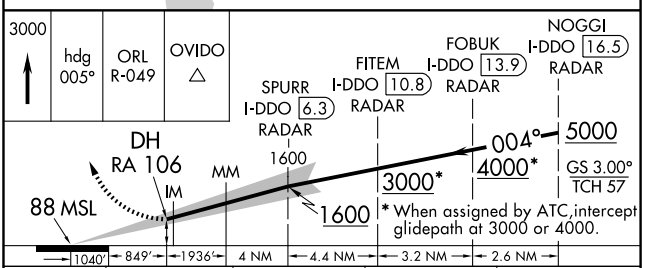
* When assigned by ATC, intercept glidepath at 3000 or 4000.

MSA ORL 25 NM
3000

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	RA 106/12 100 DA 188			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT III)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

265° 085° SANFORD 408 SFB

325° 408 SFB 049° 229°

OVIDO ORL 13

ORLANDO 112.2 ORL Chan 59

LOCALIZER 110.5 I-DDO Chan 42

Executive

R-049

112.6 OMN Chan 73

R-183

1674 1749± 1749 1675

210 215 356 465 516 IM MM 346 184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

MSA ORL 25 NM 3000

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

1600 004° (4.4) 004° (3.2) 3000* 4000* 184°(2.6)

1949

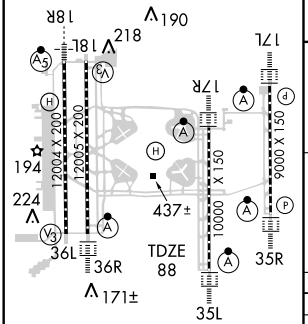
(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

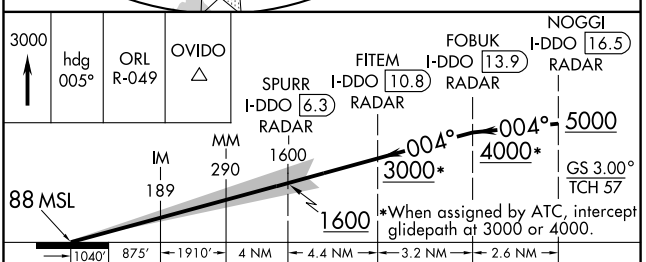
184°

15 NM

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS RWY 35R (CAT II)

ORLANDO INTL (MCO)

T A Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX 265° 085° SANFORD 408 SFB

RADAR REQUIRED

215 356 465 516 346 IM MM ORL R-140 10 NM 164 ± HEWES I-CER 6.2 RADAR 140° 320° 1600 004° (4.4) PRESK ORL 16.2 1949 FESHA I-CER 10.6 RADAR *3000 004° (3.2) (IF) SERAY I-CER 13.7 RADAR *4000 004° (2.6) (IAF) CRUSE I-CER 16.3 RADAR 184°

MSA ORL 25 NM 3000

116.0 LAL Chan 107 R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS Glidepath not coincident.

500 3000 ORL R-140 PRESK

CRUSE I-CER 16.3 RADAR SERAY I-CER 13.7 RADAR FESHA I-CER 10.6 RADAR HEWES I-CER 6.2 RADAR

GS 3.00° TCH 57

5000 *4000 *3000 004° 1600 MM IM DH RA 101 90 MSL

* When assigned by ATC,intercept glidepath at 4000 or 3000.

2.6 NM 3.2 NM 4.4 NM 4.1 NM 1450′ 826′ 1050′

CATEGORY	A	B	C	D
S-ILS 35R	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D

18R 190 18L 218 17L 17R 194 224 12004 X 200 12005 X 200 10000 X 150 9000 X 150 437± 36L 36R 171± 35L 35R TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ILS/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS RWY 36R (CAT II)

ORLANDO INTL (MCO)

T A ADF Required. DME or Radar Required. Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070° 250°

LOCALIZER 110.7 I-OJP Chan 44

355 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

1600 004° (4.4)

* When assigned by ATC, intercept glidepath at 3000 or 4000.

SILKY I-OJP 11 RADAR

3000* 004° (3.2)

(IF) FLOZY I-OJP 14.2 RADAR

4000* 004° (2.6)

(IAF) TRAMP I-OJP 16.8 RADAR

184°

1949

MSA ORL 25 NM 3000

10 NM

ALTERNATE MISSED APCH FIX

CAMBE ORL 20

112.2 ORL Chan 59

110 MLB Chan 37

R-286 R-047° 227° R-227

ELEV 96 D

18R 18L 17L 17R 190 218

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 171±

TDZE 92

36L 36R 35R 35L

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/R

500 3000 OR

TRAMP I-OJP 16.8 RADAR

FLOZY I-OJP 14.2 RADAR

SILKY I-OJP 11 RADAR

JAKOR I-OJP 6.6 RADAR

DH RA115

MM IM 1600 3000* 4000* 004° 5000

GS 3.00° TCH 56

92 MSL

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1051′ 849′ 1500′ 4.1 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA115/12 100 DA 192			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS RWY 36R (CAT III)
ORLANDO INTL (MCO)

ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070° 250°

LOCALIZER 110.7 I-OJP Chan 44

355 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

1600 004° (4.4)

SILKY I-OJP 11 RADAR

3000* 004° (3.2)

(IF) FLOZY I-OJP 14.2 RADAR

4000* 004° (2.6)

(IAF) TRAMP I-OJP 16.8 RADAR

184°

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

MSA ORL 25 NM 3000

10 NM

ALTERNATE MISSED APCH FIX

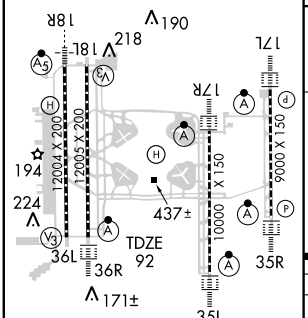
CAMBE ORL 20

112.2 ORL Chan 59

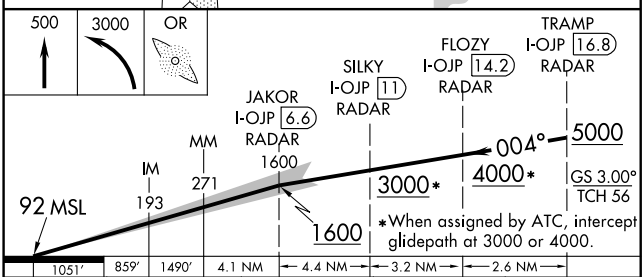
110 MLB Chan 37

R-286 047° 227° R-227

ELEV 96 D



REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L/R

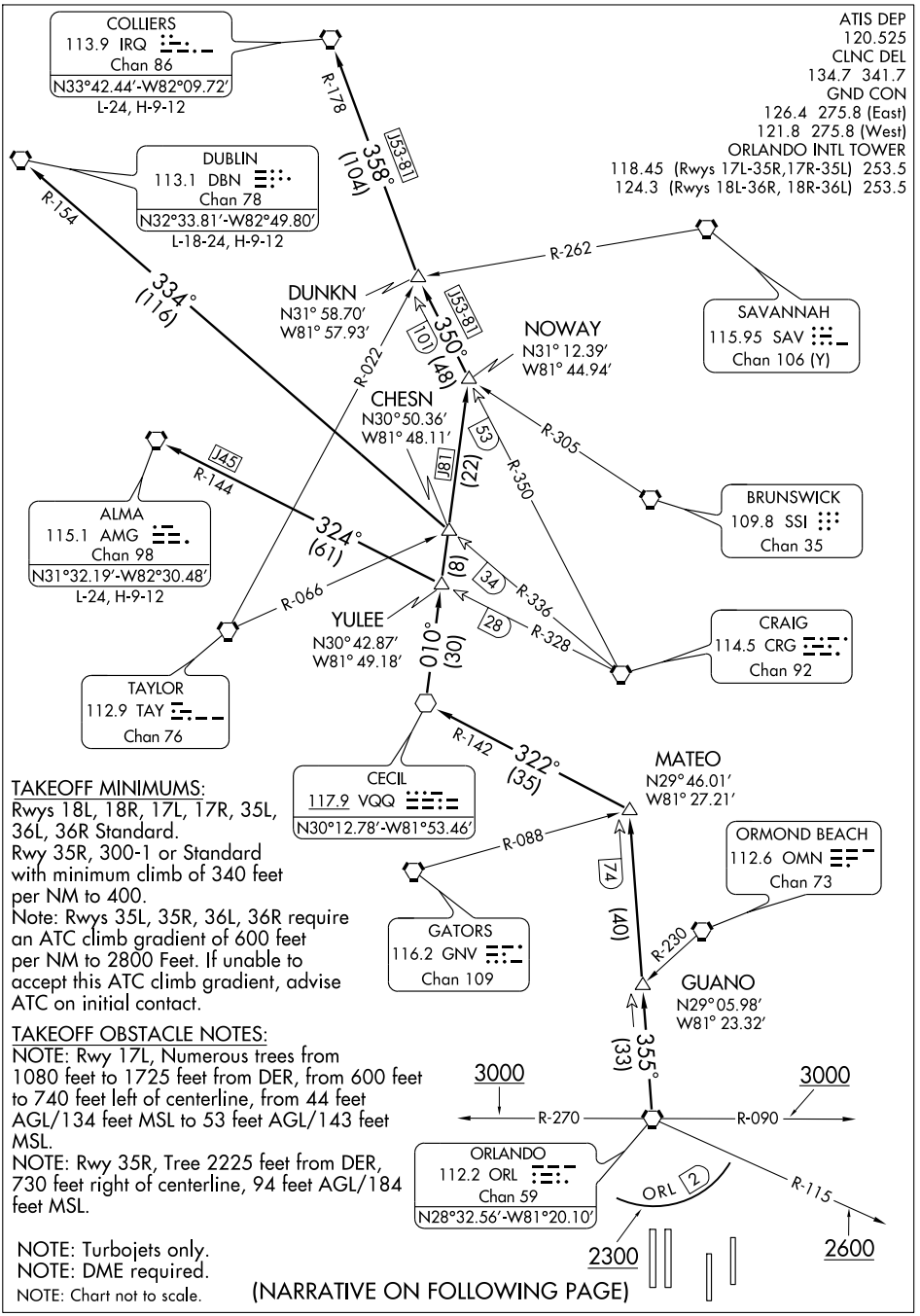


CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

JAGUAR THREE DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

All aircraft maintain 5000 feet for vectors to appropriate transition. Expect clearance to filed altitude ten (10) minutes after departure.

ALMA TRANSITION (JAG3.AMG):From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed.

COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178 to IRQ VORTAC. Thence as filed.

DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

SE-3, 23 SEP 2010 to 21 OCT 2010

JEEMY TWO DEPARTURE (RNAV)

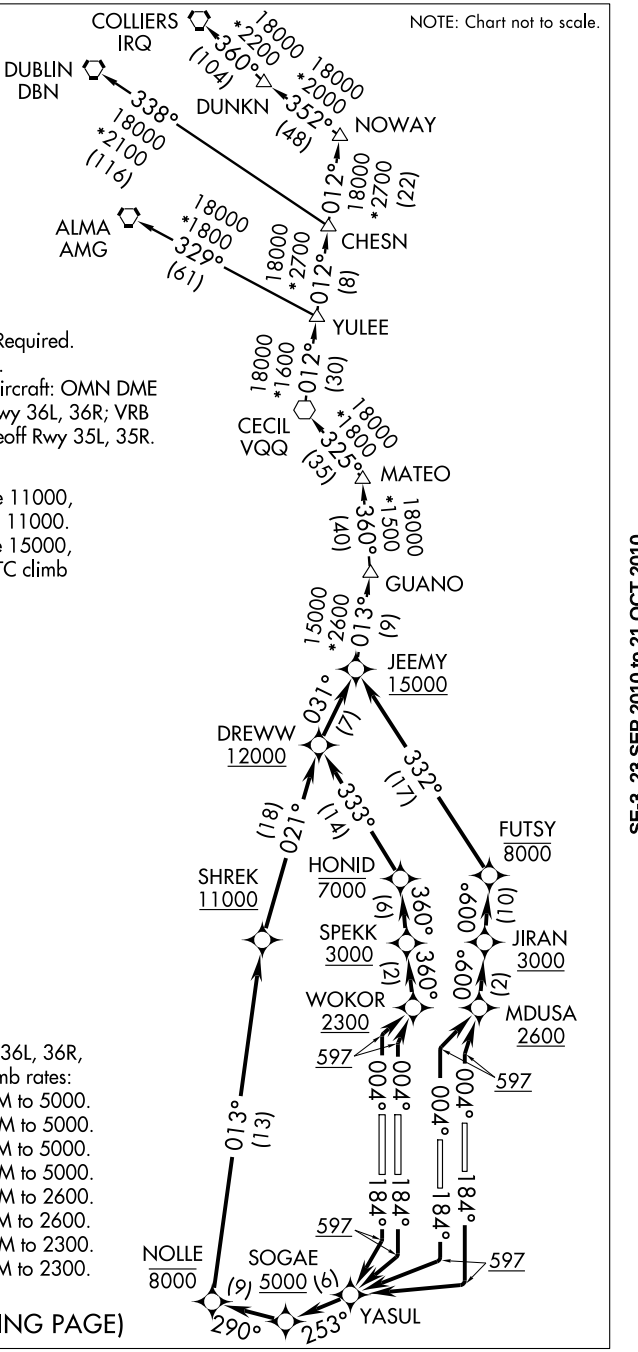
SE-3, 23 SEP 2010 to 21 OCT 2010

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB DME must be operational for takeoff Rwy 35L, 35R.

NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000.
NOTE: Cross JEEMY at or above 15000, departing Rwys 35L/R, 36L/R ATC climb of 440 feet per NM to 15000.



TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500' per NM to 5000.
Rwy 17R: ATC climb of 500' per NM to 5000.
Rwy 18L: ATC climb of 500' per NM to 5000.
Rwy 18R: ATC climb of 500' per NM to 5000.
Rwy 35R: ATC climb of 548' per NM to 2600.
Rwy 35L: ATC climb of 500' per NM to 2600.
Rwy 36R: ATC climb of 560' per NM to 2300.
Rwy 36L: ATC climb of 554' per NM to 2300.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):
COLLIERS TRANSITION (JEEMY2.IRQ):
DUBLIN TRANSITION (JEEMY2.DBN):
YULEE TRANSITION (JEEMY2.YULEE):

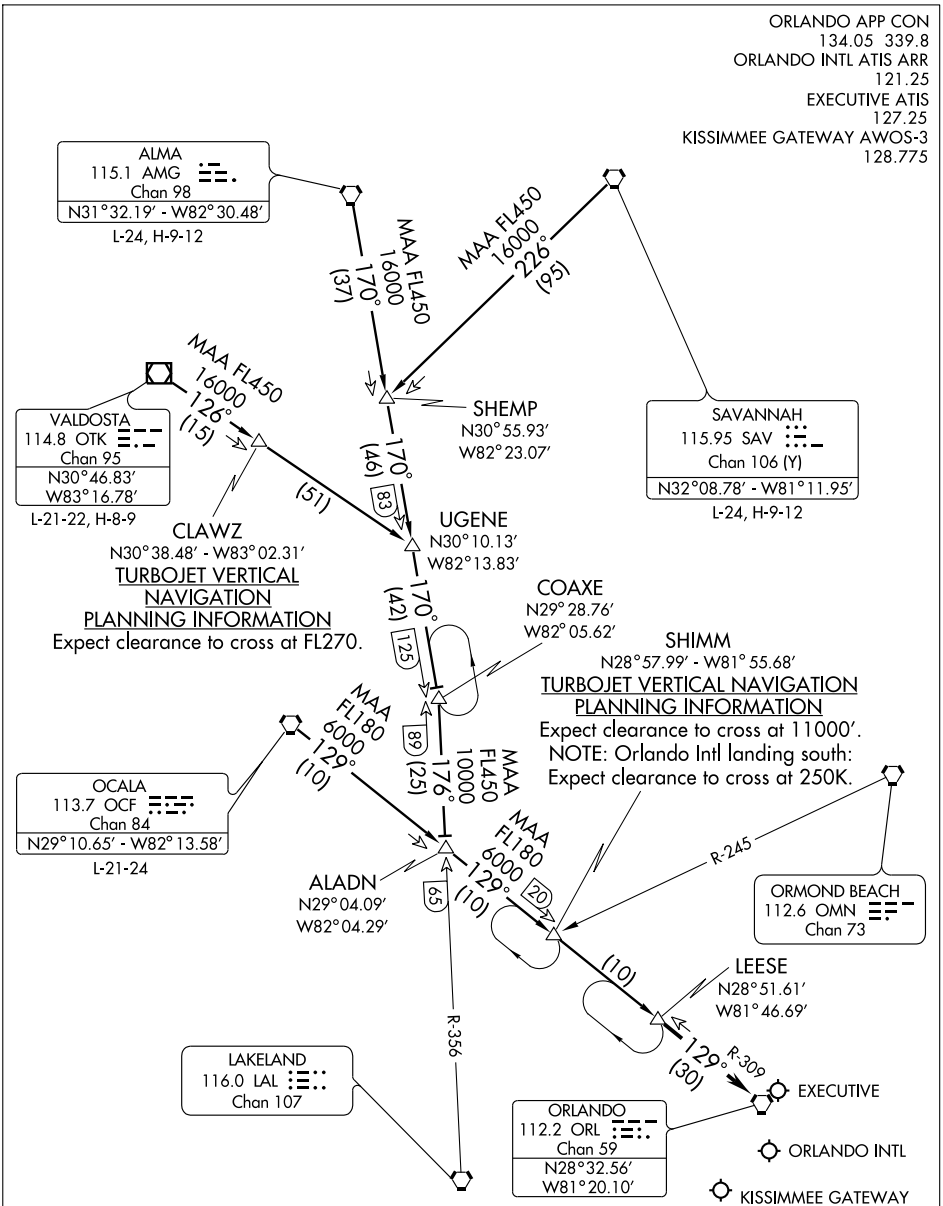
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 23 SEP 2010 to 21 OCT 2010

LEWRD TWO DEPARTURE (RNAV)

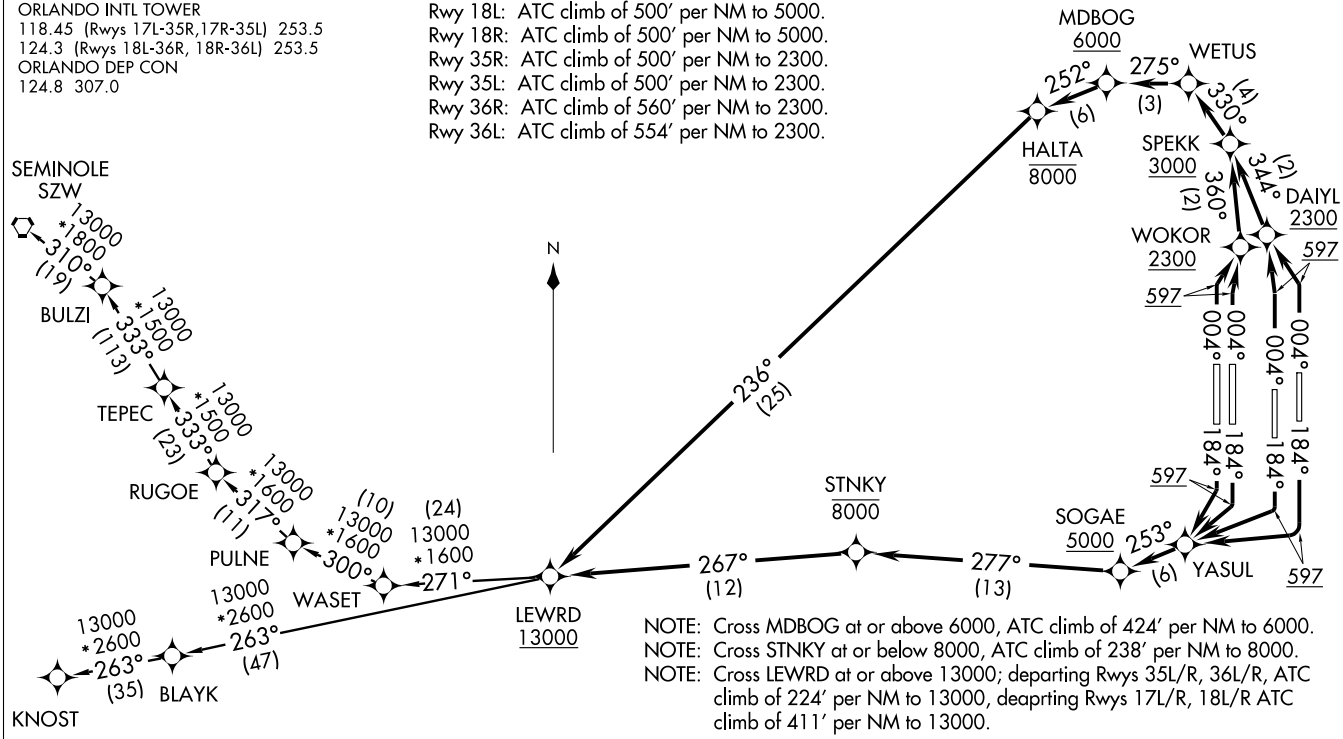
(LEWRD2.LEWRD) 10154

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross STNKY at or below 8000, ATC climb of 238′ per NM to 8000.
NOTE: Cross LEWRD at or above 13000; departing Rwys 35L/R, 36L/R, ATC climb of 224′ per NM to 13000, deaprting Rwys 17L/R, 18L/R ATC climb of 411′ per NM to 13000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LEWRD2.LEWRD) 10154
LEWRD TWO DEPARTURE (RNAV)
SL-571 (FAA)
ORLANDO INTL (MCO)
ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

KNOST TRANSITION (LEWRD2.KNOST):
SEMINOLE TRANSITION (LEWRD2.SZW):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

MCCOY NINE DEPARTURE

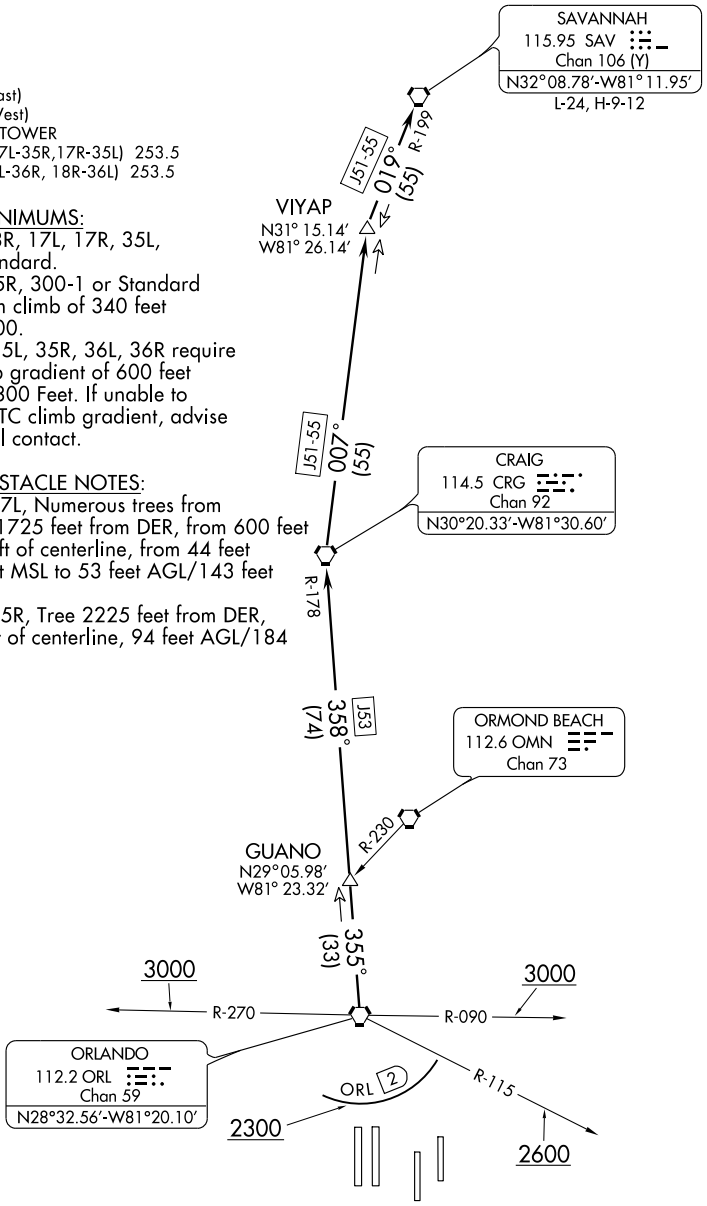
SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Note: Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.



NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....
TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199 to SAV VORTAC. Thence as filed.

SE-3, 23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

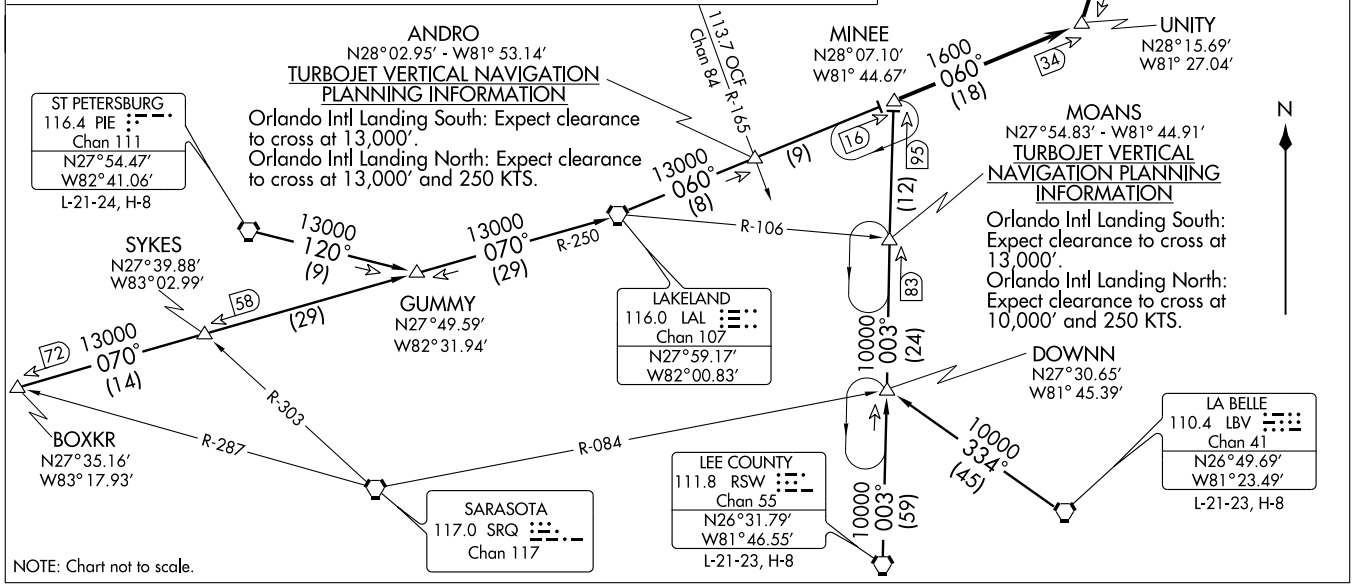
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

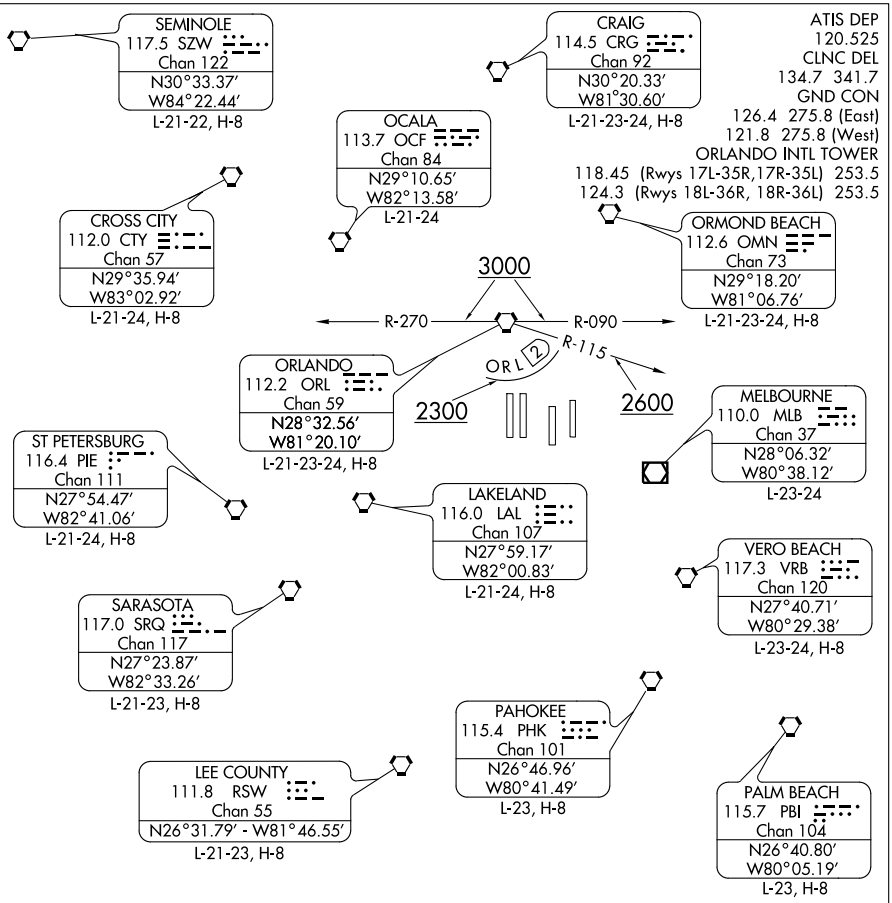
LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

ORLANDO EIGHT DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Chart not to scale.

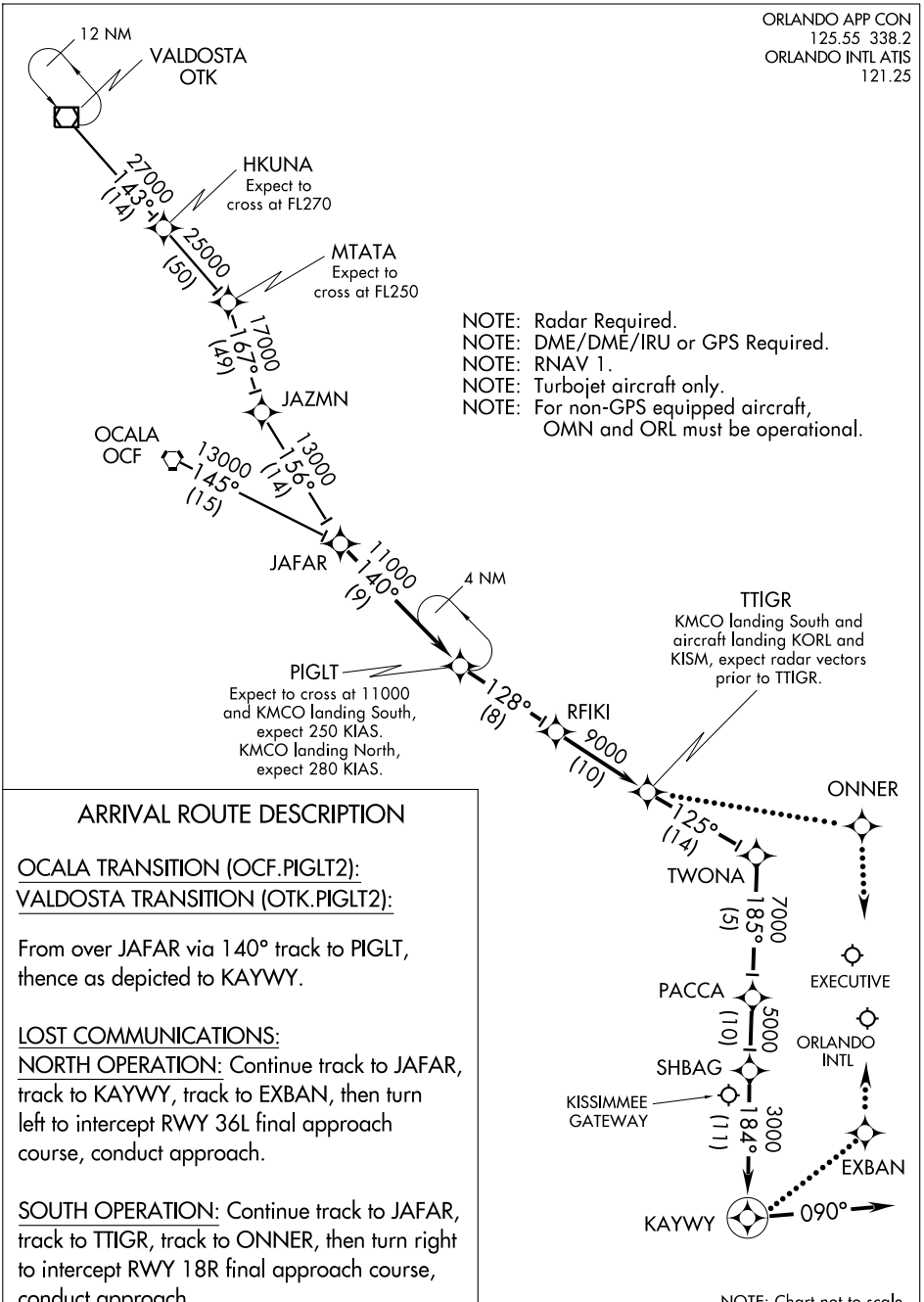
(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence....
TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Y RWY 17L

ORLANDO INTL (MCO)

WAAS	APP CRS	Rwy Idg	9000
CH 69214	184°	TDZE	90
W17B		Apt Elev	96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY

4000 (3.3)

184°

(IF) HERVI

3000 184° (3.2)

FONIK

2500 184° (1.6)

SEEDO

1500 184° (3.2)

Executive

(FAF) COCAS

266

215 210 356 465 516 346

184±

RW17L

1674 1749 1749± 1675

MISSED APCH FIX

SERAY

184° 4000 4 NM

MSA RW17L 25 NM

3000

ELEV 96 D

184° to RW17L

18R 18L 190 218 17L 17R TDZE 90

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35R 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 SERAY

VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.3 NM to RW17L

RW17L COCAS SEEDO FONIK HERVI KAKEY

1500 2500 3000 4000 184° 184° 4000

GS 3.00° TCH 55

1.3 NM 2.9 NM 3.2 1.6 NM 3.2 NM 3.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	470/40 380 (400-¾)			
LNAV MDA	580/24 490 (500-½)		580/40 490 (500-¾)	580/50 490 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10000
CH 72913	184°	TDZE	90
W17A		Apt Elev	96

RNAV (GPS) Y RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive

1600 184° (2.8)

(FAF) MINCO

266

215 356 210 172± RW17R 465 346 516

1674 1749± 1749 1675

MSA RW17R 25 NM 3000

MISSED APCH FIX FOBUK 184° 4000 4 NM

ELEV 96 D

184° to RW17R

18R 18L 218 190 TDZE 90 160± 17L 17R 194 224 437± 171±

12004 X 200 12005 X 200 10000 X 150 9000 X 150

36L 36R 35R 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 FOBUK

*LNAV only.

*1.6 NM to RW17R

MINCO 1600 GLOSI ELLAN DALTY SACRO

184° 3000 184° 4000 4000

2500 1600 RW17R

GS 3.00° TCH 53

1.6 NM 2.9 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660/50 570 (600-1)	660/60 570 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg 12005
CH 66012	184°	TDZE 96
W18A		Apt Elev 96

RNAV (GPS) Y RWY 18L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI
184° (4.7)
4000
3000
184° (3.5)
(IF) HABRA
2200
184° (2.5)
GIPNE
(FAF) COBOP
Executive
252
215
210
356
465
RW18L
346
516
1674
1749±
1749
1675

MISSED APCH FIX
FLOZY
184°
4 NM
4000

MSA RW18L 25 NM
3000

ELEV 96 D

184° to RW18L

18R 190 218 18L TDZE 96 17L 17R

12004 X 200
12005 X 200
9000 X 150
X 150
10000

194 224 437± 171±

36L 36R 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 FLOZY *LNAV only.

*1.1 NM to RW18L

COBOP 2200 GIPNE 3000 HABRA 4000 ZANTI 4000

184° 184°

GS 3.00° TCH 55

VGSI and RNAV glidepath not coincident.

RW18L 2200

1.1 | 5.2 NM | 2.5 NM | 3.5 NM | 4.7 NM

CATEGORY	A	B	C	D
LPV DA	375/50 279 (300-1)			
LNAV/VNAV DA	505-1½ 409 (500-1½)			
LNAV MDA	560/50 464 (500-1)		560/60 464 (500-1¼)	560-1½ 464 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg 12004
CH 63212	184°	TDZE 94
W18B		Apt Elev 96

RNAV (GPS) Y RWY 18R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IF/IAF) NAVAL

184° (3.2) 4000

ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

230 ±

1674 1749± 1749 1675

356 210 215 465 RW18R 346 516

MISSED APCH FIX EXBAN 184° 4 NM 4000

MSA RW18R 25 NM 3000

ELEV 96 D

TDZE 94

184° to RW18R

18R 190 218 18L 17L 17R

12004 X 200 12005 X 200 194 224 437± 10000 X 150 9006 X 150

36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN

*LNAV only.

*1.3 NM to RW18R

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184°

GS 3.00° TCH 55

1.3 NM 5 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/VNAV DA	505/50 411 (500-1)			
LNAV MDA	560/24 466 (500-½)		560/40 466 (500-¾)	560/50 466 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg 10000
CH 45813	004°	TDZE 88
W35A		Apt Elev 96

RNAV (GPS) Y RWY 35L

ORLANDO INTL (MCO)

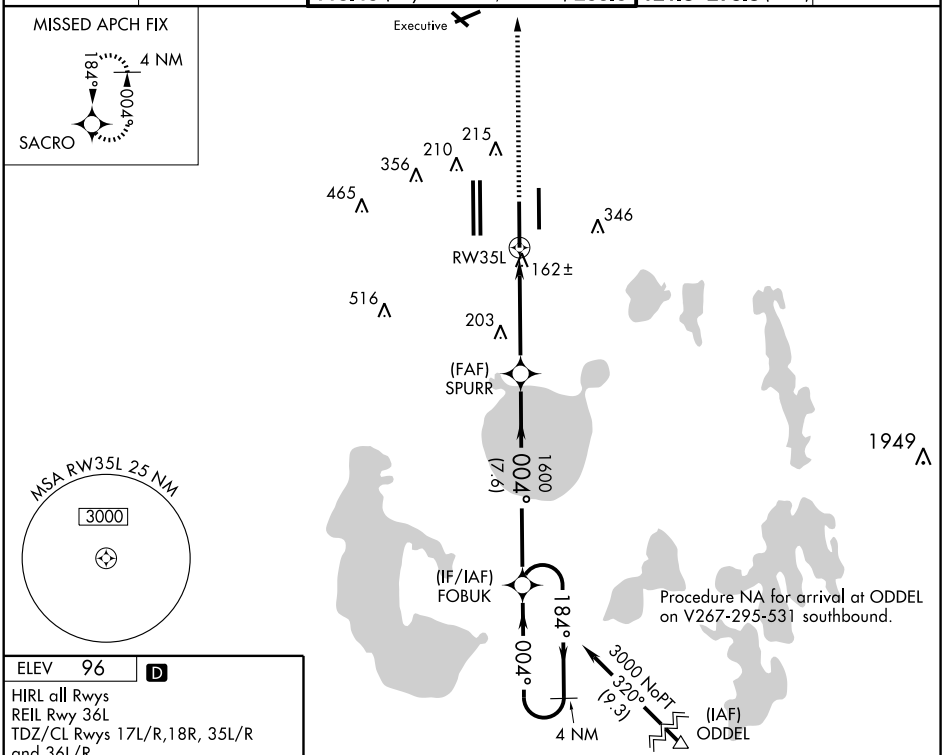
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

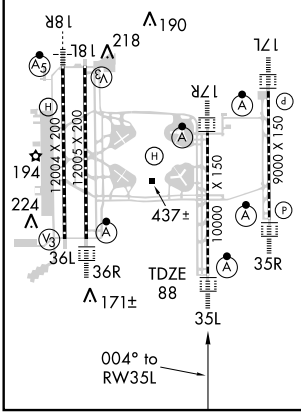
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

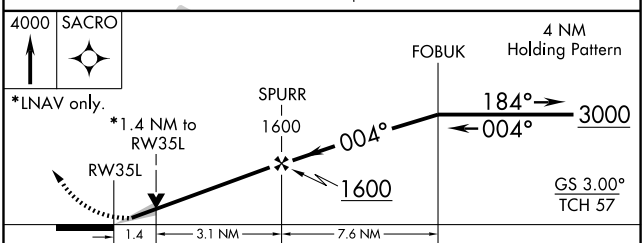
MISSED APCH FIX



ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
LPV DA	288/24 200 (200-½)			
LNAV/VNAV DA	461/40 373 (400-¾)			
LNAV MDA	580/24 492 (500-½)		580/40 492 (500-¾)	580/50 492 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	9000
CH 86314	004°	TDZE	90
W35A		Apt Elev	96

RNAV (GPS) Y RWY 35R

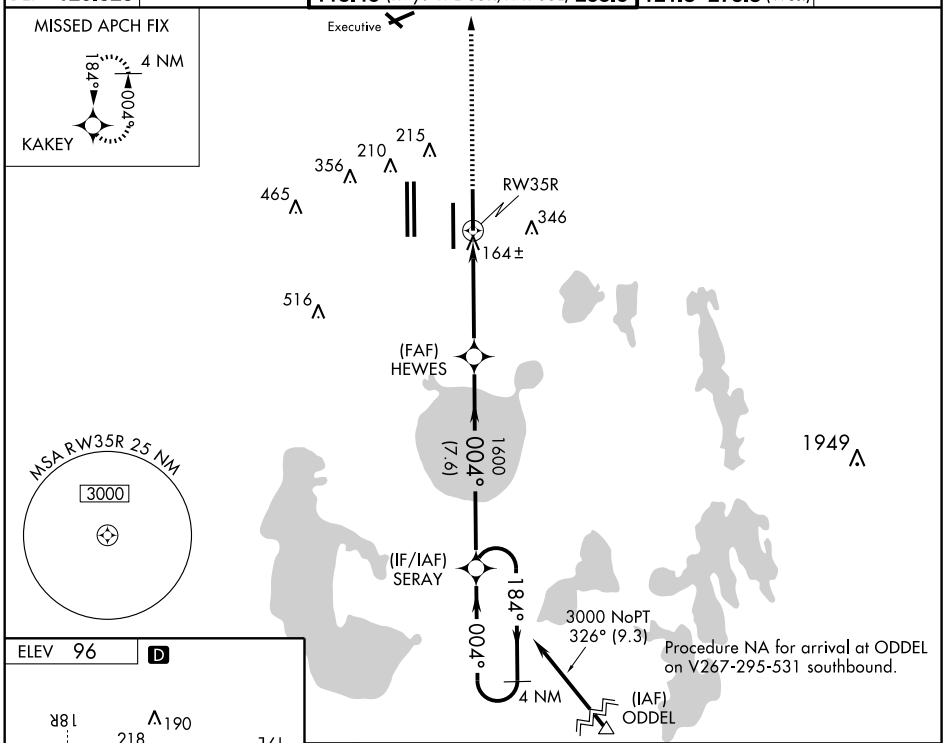
ORLANDO INTL (MCO)

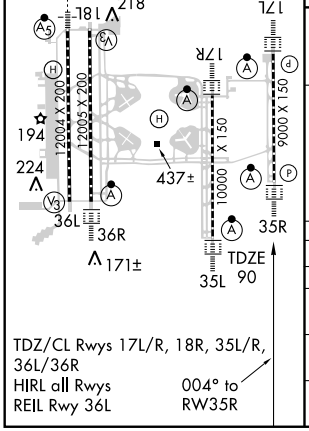
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

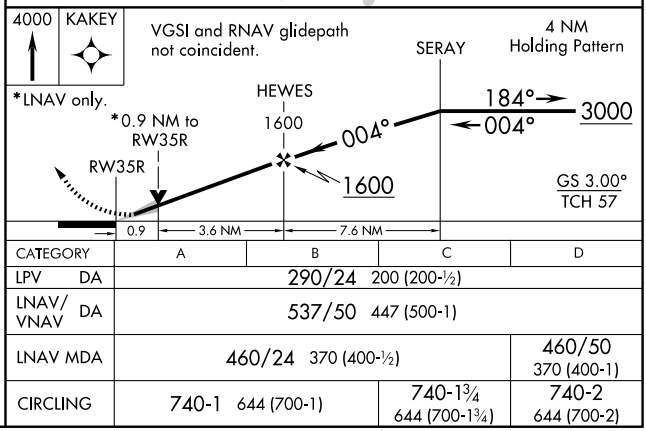
ALSF-2

MISSED APPROACH: Climb to 4000 direct KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	537/50 447 (500-1)			
LNAV MDA	460/24 370 (400-½)			460/50 370 (400-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

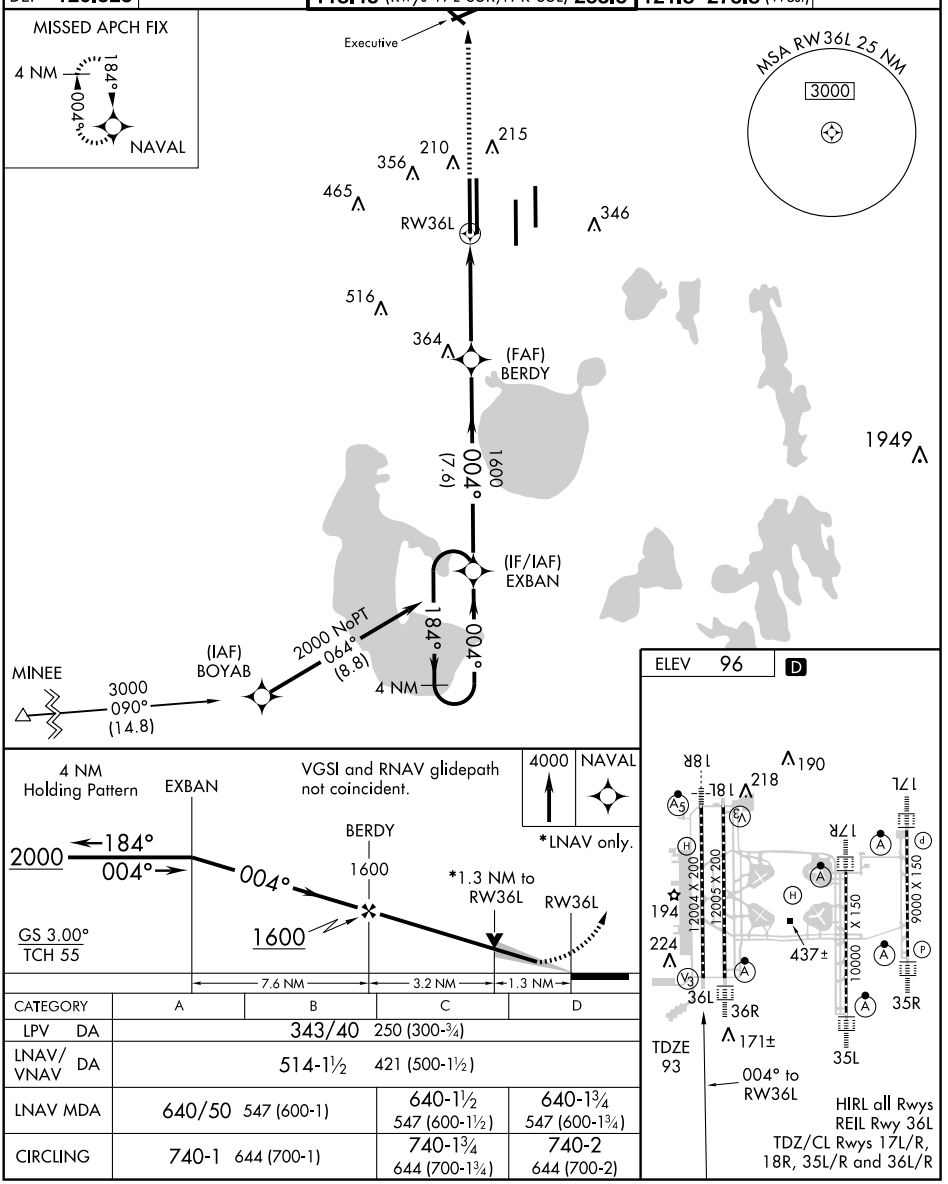
WAAS	APP CRS	Rwy Idg	11621
CH 82313	004°	TDZE	93
W36B		Apt Elev	96

RNAV (GPS) Y RWY 36L
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NAVAL and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	



CATEGORY	A	B	C	D
LPV DA	343/40	250 (300-¾)		
LNAV/VNAV DA	514-1½	421 (500-1½)		
LNAV MDA	640/50	547 (600-1)	640-1½ 547 (600-1½)	640-1¾ 547 (600-1¾)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Y RWY 36R

ORLANDO INTL (MCO)

WAAS	APP CRS	Rwy Idg	11601
CH 40212	004°	TDZE	92
W36A		Apt Elev	96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

MSA RW36R 25 NM 3000

215 210 356 465 346 516 364

RW36R

(FAF) JAKOR

004° (7.6) 1600

1949

(IF/IAF) FLOZY

184° 004° 4 NM

2000 NoPT 065° (9)

(IAF) BOYAB

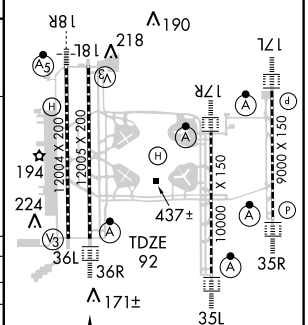
MINEE 3000 090° (14.8)

4 NM Holding Pattern FLOZY JAKOR 1600 2000 184° 004° 004° *1.6 NM to RW36R RW36R 1600 GS 3.00° TCH 56

4000 ZANTI *LNAV only.

7.6 NM 2.9 NM 1.6 NM

ELEV 96 D



004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
LPV DA	292/24 200 (200-½)			
LNAV/VNAV DA	515/50 423 (500-1)			
LNAV MDA	640/24 548 (600-½)		640/50 548 (600-1)	640/60 548 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1¾ miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to SERAY and hold.

ATIS		ORLANDO APP CON	ORLANDO TOWER		GND CON		CLNC DEL
ARR	121.25	124.8 307.0	124.3	(Rwys 18L-36R,18R-36L) 253.5	126.4 275.8	(East)	134.7 341.7
DEP	120.525		118.45	(Rwys 17L-35R,17R-35L) 253.5	121.8 275.8	(West)	

RADAR REQUIRED

(IAF) KAKEY

184° (3.3) 4000

(IF) HERVI

3000 184° (3.2)

FONIK

2500 184° (1.6)

SEEDO

1500 184° (3.2)

Executive

(FAF) COCAS

184° (4.2)

184° (13.6)

RW17L

1674 1749± 1749 1675

215 210 356 163± 251± 465 346 516

MISSED APCH FIX

SERAY 184° 004° 4 NM

MSA RW17L 25 NM

3000

ELEV 96 D

184° to RW17L

18R 18L 17L 17R 36L 36R 35R 35L

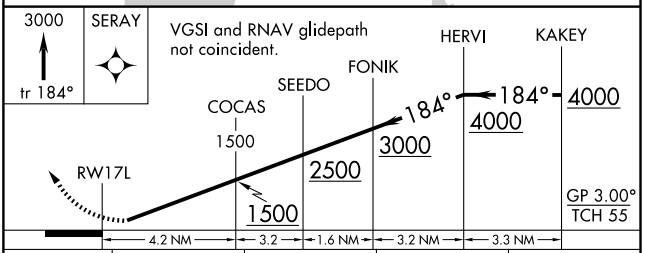
190 218 TDZE 90 194 224 171± 437±

12004 X 200 12005 X 200 10000 X 150 9000 X 150

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 tr 184° SERAY

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.15 DA	399/40	309 (400-¾)		
RNP 0.30 DA	614/60	524 (600-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZED REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	10000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.10 visibility all Cats to RVR 5000, increase RNP 0.15 visibility all Cats to RVR 6000, and increase RNP 0.30 visibility all Cats to 2 miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO
184° (6.3) 4000
(IF) DALTY
3000 184° (3.2)
ELLAN
2500 184° (1.6)
GLOSI
1600 184° (2.8)
Executive
(FAF) MINCO
184° (4.5)
RW17R
184° (13.7)

MISSED APCH FIX
FOBUK
184° 4000 4 NM

MSA RW17R 25 NM
3000

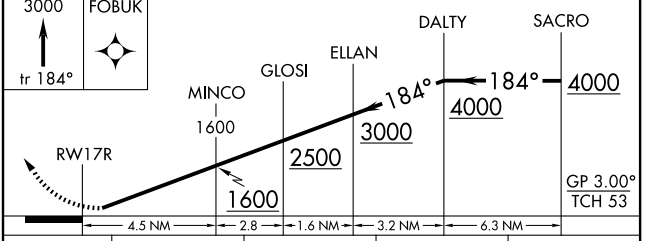
ELEV 96 D

184° to RW17R

TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 tr 184° FOBUK



CATEGORY	A	B	C	D
RNP 0.10 DA	380/40 290 (300-¾)			
RNP 0.15 DA	468/40 378 (400-¾)			
RNP 0.30 DA	654-1½ 564 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	12005
184°	TDZE	96
	Apt Elev	96

RNAV (RNP) Z RWY 18L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). Visibility reduction by helicopters NA. GPS Required.

MISSED APPROACH: Climb to 2000 via 184° track to FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI
184° (4.7)
4000
(IF) HABRA
3000
184° (3.5)
GIPNE
2200
184° (2.5)
(FAF) COBOP
Executive
184° (6.3)
RW18L
184° (14)

1674 1749± 1749 1675

356 210 215 192± 465 346 516

MISSED APCH FIX
FLOZY
4 NM
184°
4000

MSA RW18L 25 NM
3000

ELEV 96 D

184° to RW18L
125± 177± 190
18R 18L 218 TDZE 96 17L 17R
12004 X 200 12005 X 200 X 150 9000 X 150 10000 X 150
194 224 437± 171±
36L 36R 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 FLOZY
tr 184°

VGSI and RNAV glidepath not coincident.

ZANTI 4000 184° HABRA 4000 184° GIPNE 3000 COBOP 2200 2200 RW18L
GP 3.00° TCH 55
6.3 NM 2.5 NM 3.5 NM 4.7 NM

CATEGORY	A	B	C	D
RNP 0.10 DA		399/50	303 (400-1)	
RNP 0.15 DA		449/60	353 (400-1¼)	
RNP 0.30 DA		510-1½	414 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Z RWY 18R

ORLANDO INTL (MCO)

APP CRS	Rwy Idg	12004
184°	TDZE	94
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.15 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

MALSR

MISSED APPROACH: Climb to 2000 via track 184° to EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) NAVAL

184° (3.2) 4000

(IF) ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

184° (6.3)

1674 1749± 1749 1675

356 210 215 184± 465 RW18R 346

516 184° (14.1)

MISSED APCH FIX

EXBAN

4 NM 184° 4000

MSA RW18R 25 NM

3000

ELEV 96 D

184° to RW18R

TDZE 94

18R 190 18L 218 17L 17R

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN

tr 184°

TUFFE HAMMY ONNER NAVAL

2200 3000 4000 4000

184° 184°

RW18R

2200

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		453/40	359 (400-¾)	
RNP 0.30 DA		511/50	417 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	10000
004°	TDZE	88
	Apt Elev	96

RNAV (RNP) Z RWY 35L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to SACRO and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

184° 004° 4 NM

SACRO

Executive

004° (20)

215 210 356 465 346 516

RW35L 162±

004° (4.5)

(FAF) SPURR

004° (7.6) 1600

1949

(IF) FOBUK

MSA RW35L 25 NM

3000

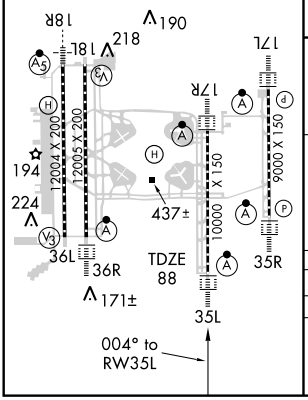
3000 320° (9.3)

(IAF) ODDEL

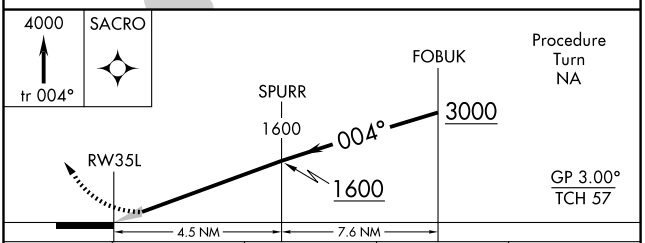
Procedure NA for arrival at ODDEL on V267-295-531 southbound.

ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R



4000 tr 004° SACRO



CATEGORY	A	B	C	D
RNP 0.30 DA	446/40	358 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	9000
004°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 35R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35R and Rwy 35L may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

184° 4 NM 004°

KAKEY

Executive

004° (16.8)

215 210 356 465 346 RW35R 164±

004° (4.5)

516

(FAF) HEWES

004° (7.6) 1600

1949

(IF) SERAY

MSA RW35R 25 NM

3000

Procedure NA for arrival at ODDEL on V267-295-531 southbound.

3000 326° (9.3)

(IAF) ODDEL

ELEV 96 D

18R 190 18L 218 17L 17R

194 224 437± 171± 149±

12004 X 200 12005 X 200 9000 X 150 10000 X 150

36L 36R 35L 35R TDZE 90

TDZ/CL Rwys 17L/R, 18R, 35L/R 36L and 36R
HIRL all Rwys
REIL Rwy 36L

004° to RW35R

4000 tr 004° KAKEY

VGSI and RNAV glidepath not coincident.

HEWES 1600 004° SERAY 3000 RW35R 1600

Procedure Turn NA

GP 3.00° TCH 57

4.5 NM 7.6 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	390/40	300 (300-¾)		
RNP 0.30 DA	443/40	353 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	11621
004°	TDZE	93
	Apt Elev	96

RNAV (RNP) Z RWY 36L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required.

MISSED APPROACH: Climb to 4000 via track 004° to NAVAL and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° NAVAL

Executive

004° (17.3)

356 210 215 465 346

RW36L

226± 149±

516

004° (4.5)

(FAF) BERDY

004° (7.6) 1600

1949

MSA RW36L 25 NM

3000

(IF) EXBAN

2000 064° (8.8)

(IAF) BOYAB

MINEE 3000 090° (14.8)

Procedure Turn NA

EXBAN 2000

004°

BERDY 1600

RW36L

1600

GP 3.00° TCH 55

VGSI and RNAV glidepath not coincident.

4000 tr 004°

NAVAL

7.6 NM 4.5 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	386/50		293 (300-1)	
RNP 0.30 DA	525-1½		432 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 96 D

18R 181 218 190 17L 17R

194 224

12004 X 200 12005 X 200 9000 X 150 10000 X 150

437±

36L 36R 35R 35L

171±

TDZE 93

004° to RW36L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Z RWY 36R

ORLANDO INTL (MCO)

APP CRS	Rwy Idg	11601
004°	TDZE	92
	Apt Elev	96

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

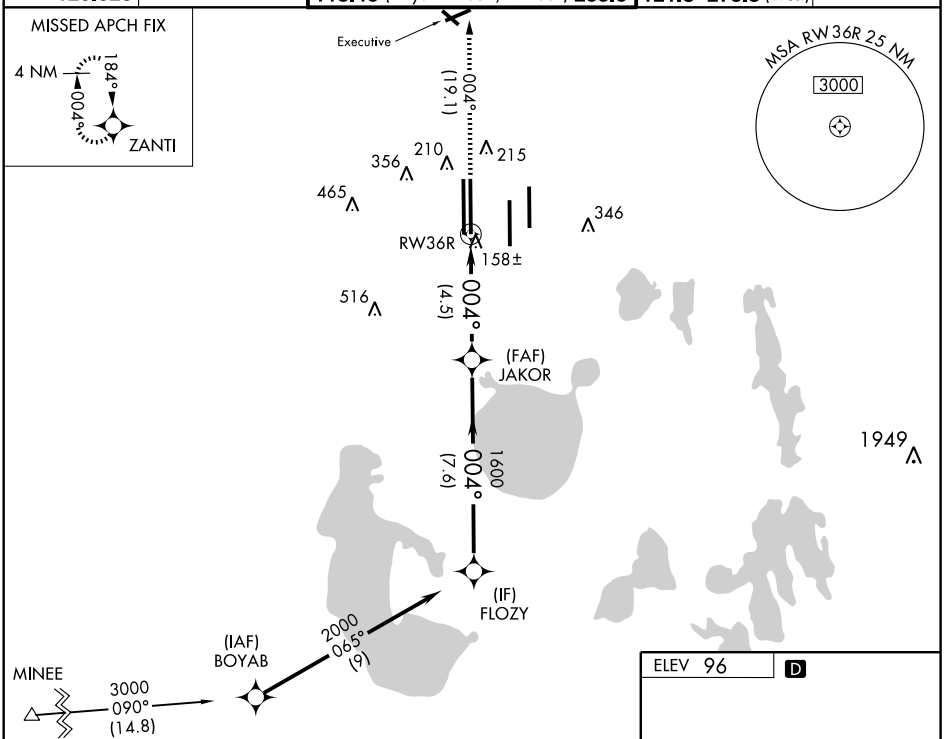
ALSF-2

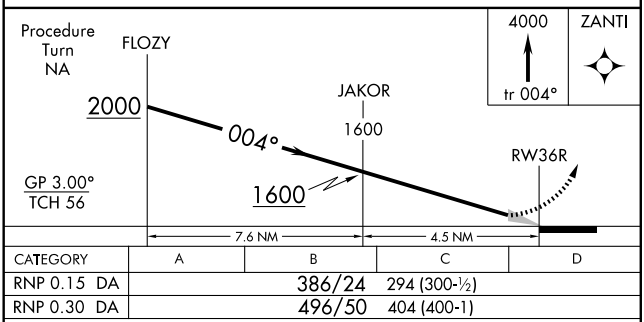
MISSED APPROACH: Climb to 4000 via track 004° to ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

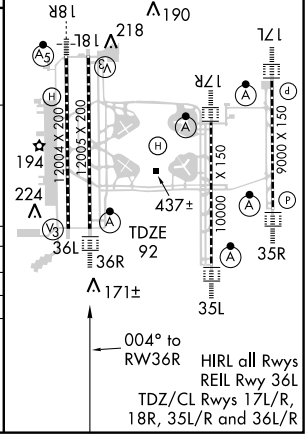
4 NM 184° 004° ZANTI





CATEGORY	A	B	C	D
RNP 0.15 DA	386/24	294 (300-½)		
RNP 0.30 DA	496/50	404 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



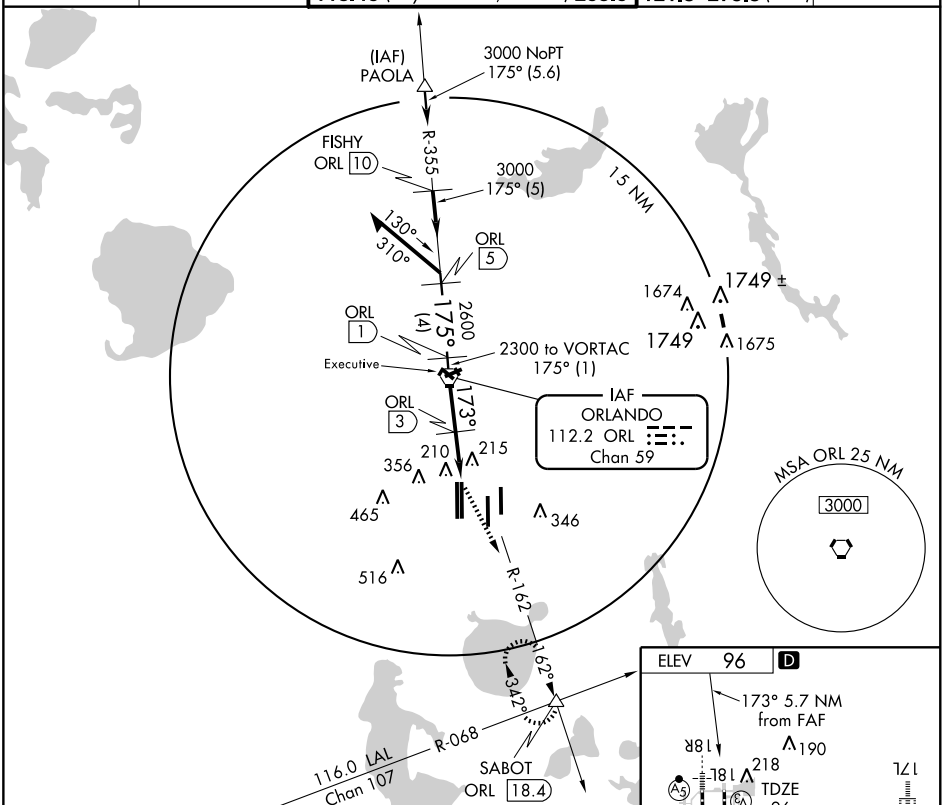
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

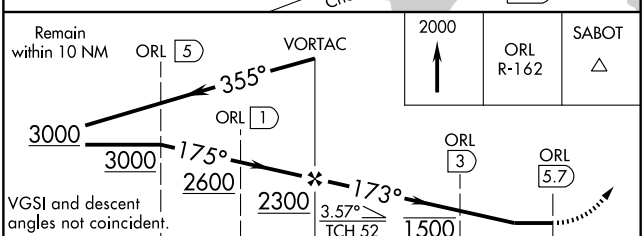
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	173°	TDZE 96
Chan 59		Apt Elev 96

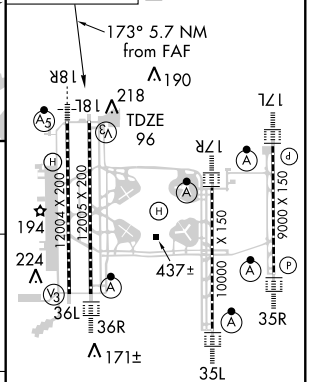
VOR/DME RWY 18L
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
S-18L	540/50 444 (500-1)		540/60 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC ORL 112.2 Chan 59	APP CRS 176°	Rwy Idg 12004 TDZE 94 Apt Elev 96

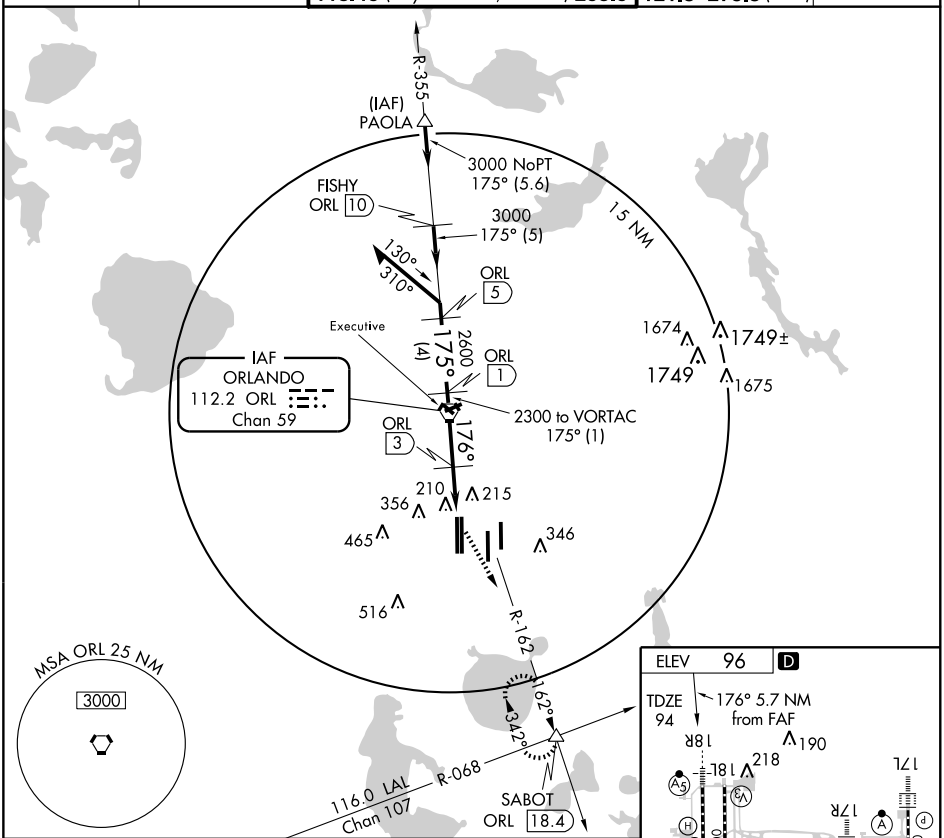
VOR/DME RWY 18R

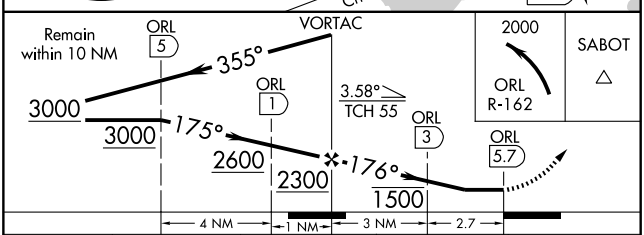
ORLANDO INTL (MCO)

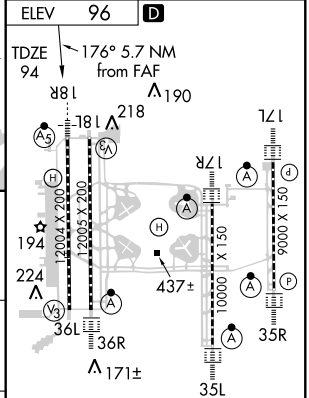
MALSR

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7







CATEGORY	A	B	C	D
S-18R	540/24 446 (500-½)		540/40 446 (500-¾)	540/50 446 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

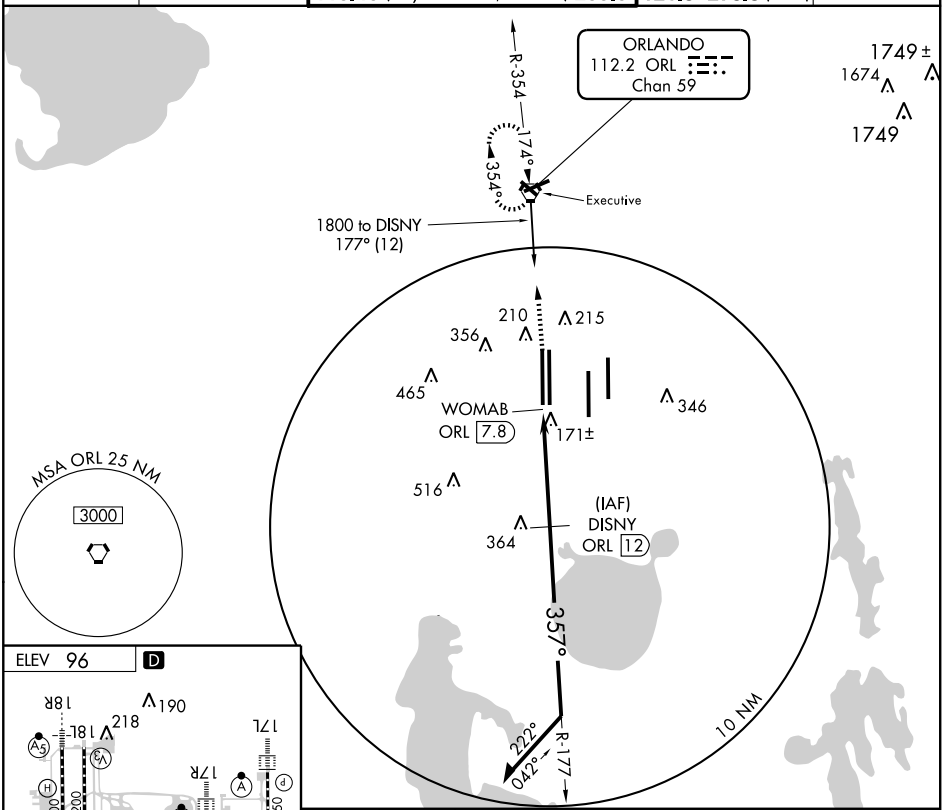
VORTAC ORL	APP CRS	Rwy Idg 12004
112.2	357°	TDZE 93
Chan 59		Apt Elev 96

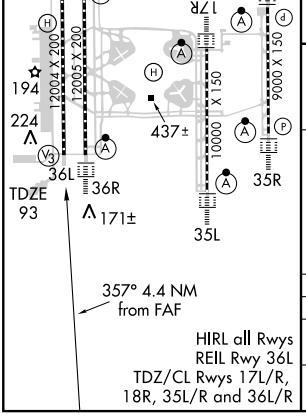
VOR/DME RWY 36L

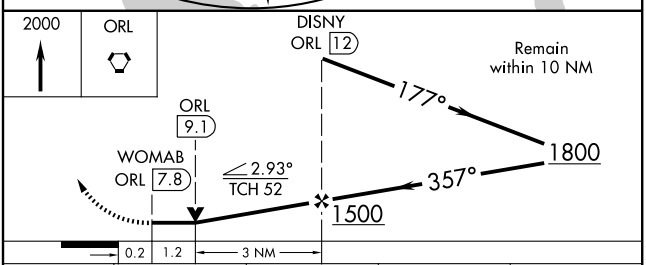
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-36L	600/50 507 (600-1)		600-1½ 507 (600-1½)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

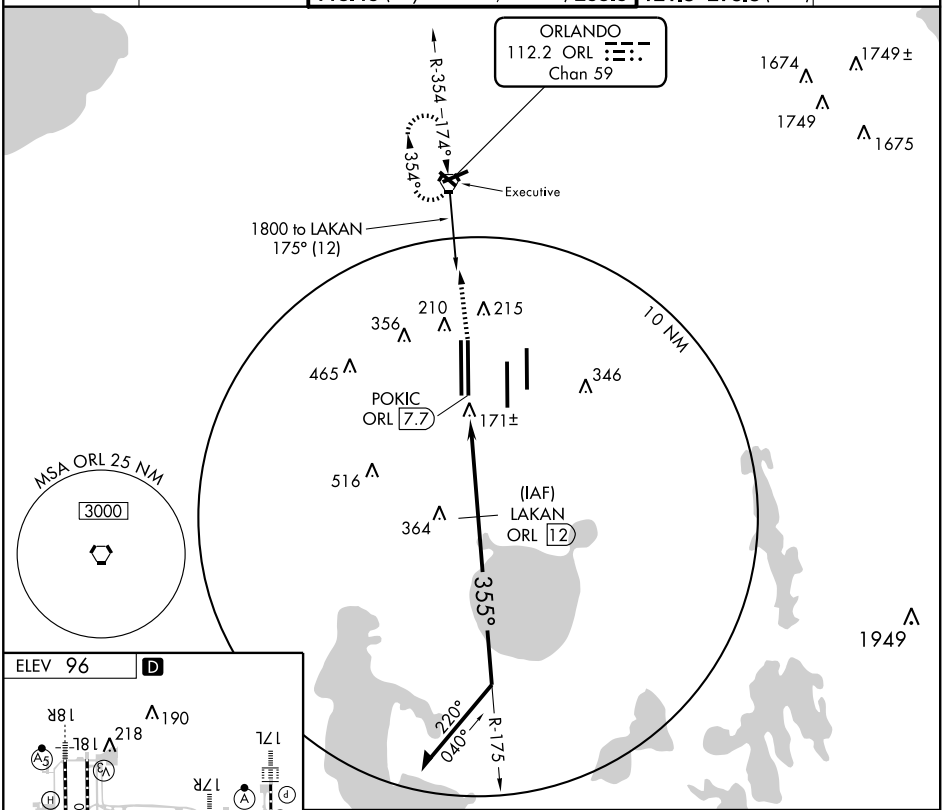
VORTAC ORL 112.2 Chan 59	APP CRS 355°	Rwy Idg 12005 TDZE 92 Apt Elev 96

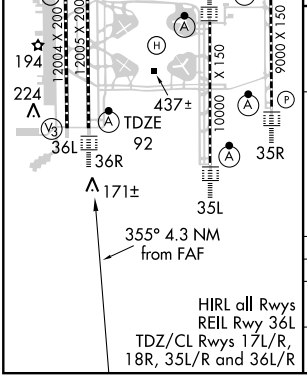
VOR/DME RWY 36R
ORLANDO INTL (MCO)

ALSF-2

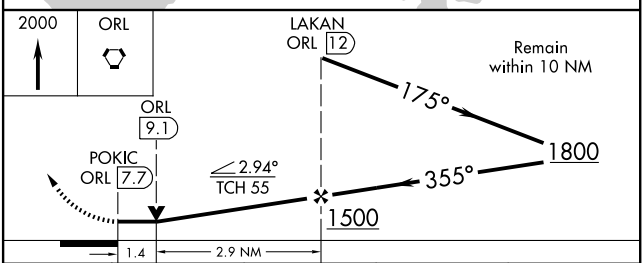
MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



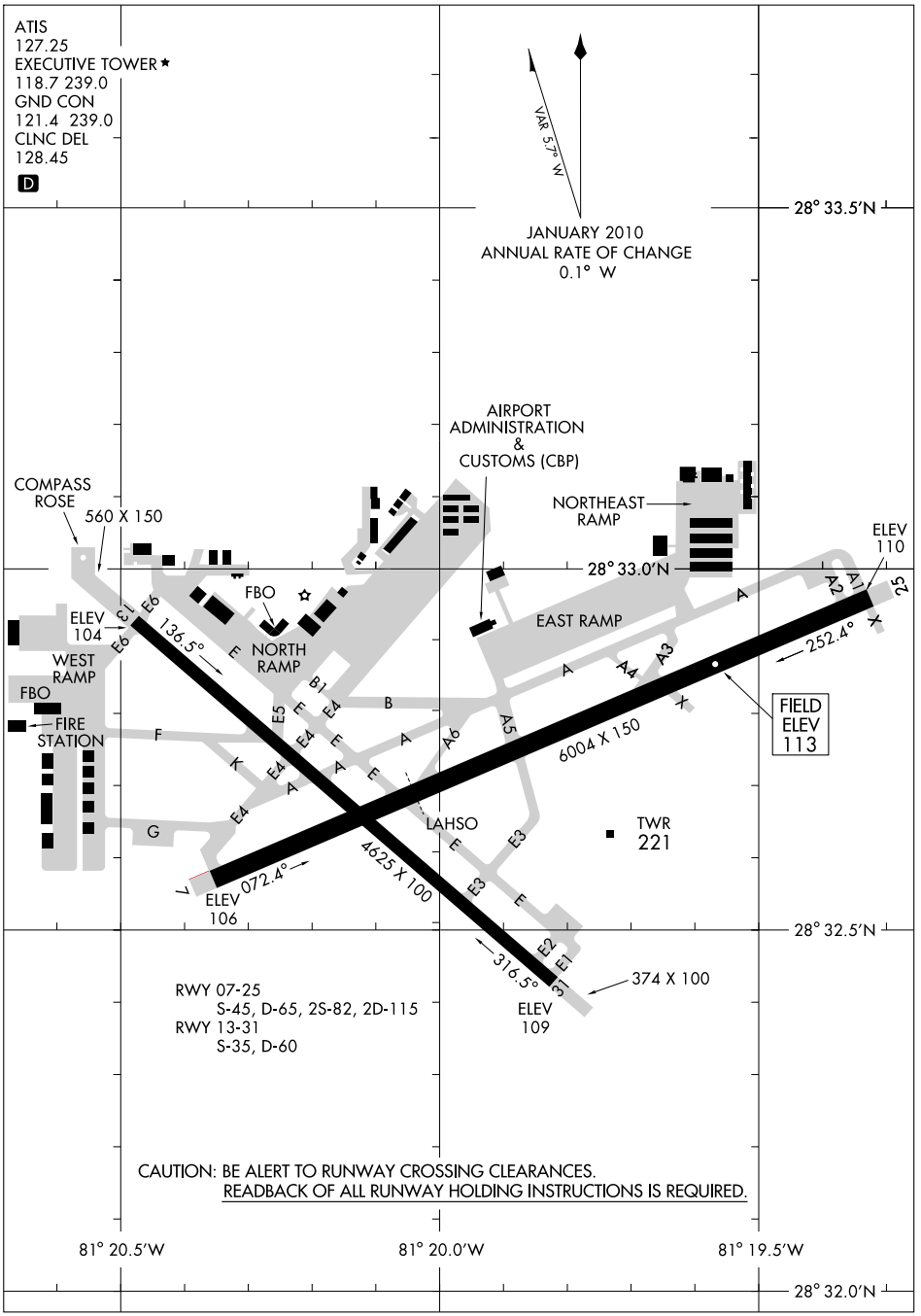
CATEGORY	A	B	C	D
S-36R	600/24 508 (600-½)		600/50 508 (600-1)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-305 (FAA)

ORLANDO/ EXECUTIVE (ORL)
ORLANDO, FLORIDA



AIRPORT DIAGRAM

ORLANDO, FLORIDA
ORLANDO/EXECUTIVE (ORL)

10266

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

ORLANDO

EXECUTIVE (ORL) 3E UTC−5(−4DT) N28°32.73′ W81°19.98′

JACKSONVILLE
H–8H, L–21D, 24F
IAP, AD

113 B S4 **FUEL** 100, JET A OX 4 NOTAM FILE ORL

RWY 07–25: H6004X150 (ASPH–GRVD) S–45, D–65, 2S–82, 2D–115 HIRL

RWY 07: MALSR. PAPI(P2L)—GA 3.0° TCH 40′.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 46′. Trees. Rgt tfc.

RWY 13–31: H4625X100 (ASPH–GRVD) S–35, D–60 HIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees. Rgt tfc.

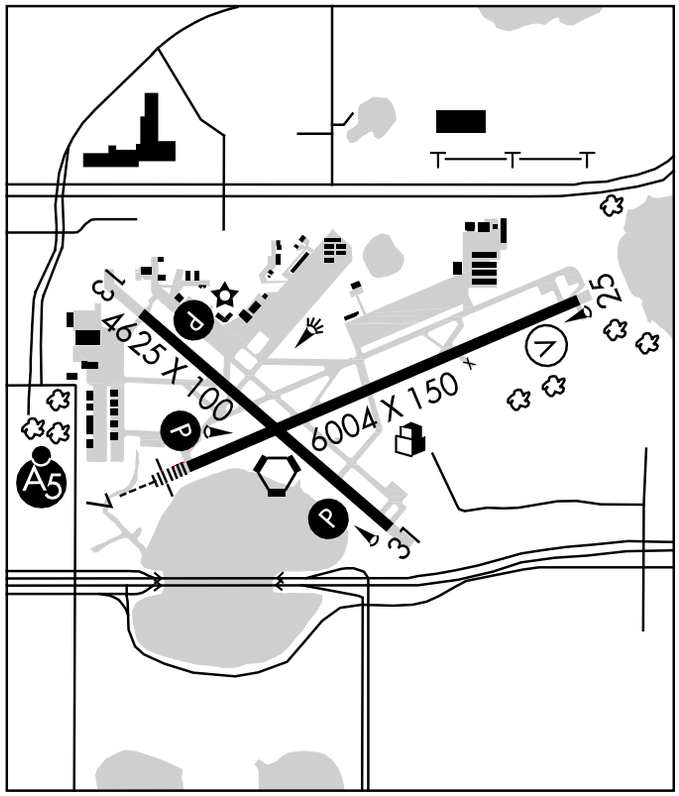
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 25	13–31	4170

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–6003 TODA–6003 ASDA–6003 LDA–5703

RWY 25: TORA–6003 TODA–6003 ASDA–6003 LDA–6003



AIRPORT REMARKS: Attended continuously. PPR for acft over 100,000 lbs; ctc arpt manager 407–894–9831. Banner towing ops S of Rwy 07–25. Acft with wingspan of 65′ or greater must obtain assistance before taxiing into the E half of the N ramp and the S half of the W ramp. Twy E between Twy E5 and Twy E6 is non–movement area. Noise sensitive arpt. When twr clsd Rwy 07 is preferred noise abatement rwy weather permitting. Unlighted cranes 292′ MSL less .50–3 southwest of Rwy 07. Brightly lgtd bridge highway located approximately ½ mi. S. of arpt could give false indication of being rwy on apch to Rwys 07 & 31 during low ceiling or poor visibility. VFR acft arriving/departing Executive Arpt exercise caution due to small and heavy turbo–jet acft transiting arpt traffic area 2000′ and above on approach to Orlando Intl Arpt 5.6 miles south. Birds in vicinity of arpt. When twr clsd ACTIVATE HIRL Rwy 07–25 and Rwy 13–31, PAPI Rwy 07, Rwy 13 and Rwy 31, REIL Rwy 25, Rwy 13 and Rwy 31, MALSR Rwy 07 and Twy lgts—118.7. VASI Rwy 25 continuous opr.

WEATHER DATA SOURCES: ASOS (407)658–6753. **HIWAS** 112.2 ORL. LAWRS.

COMMUNICATIONS: CTAF 118.7 **ATIS** 127.25 **UNICOM** 122.95

ORLANDO RCO 123.65 122.65 122.2 (ST PETERSBURG RADIO) **ORLANDO RCO** 122.1R 112.2T (ST PETERSBURG RADIO)

Ⓡ **ORLANDO APP/DEP CON** 124.8 (000°–180° above 5000′) 120.15 (181°–359° above 5500′) 121.1 (311°–060° 5500′ and blo) 127.325 (061°–180° 5000′ and blo) 119.4 (181°–310° 5500′ and blo)

TOWER 118.7 (1100–0400Z‡) **GND CON** 121.4 **CLNC DEL** 128.45

AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.

ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ at fld. 102/00E. **HIWAS.**

HERNY NDB (LOM) 221 OR N28°30.41′ W81°26.04′ 070° 5.8 NM to fld.

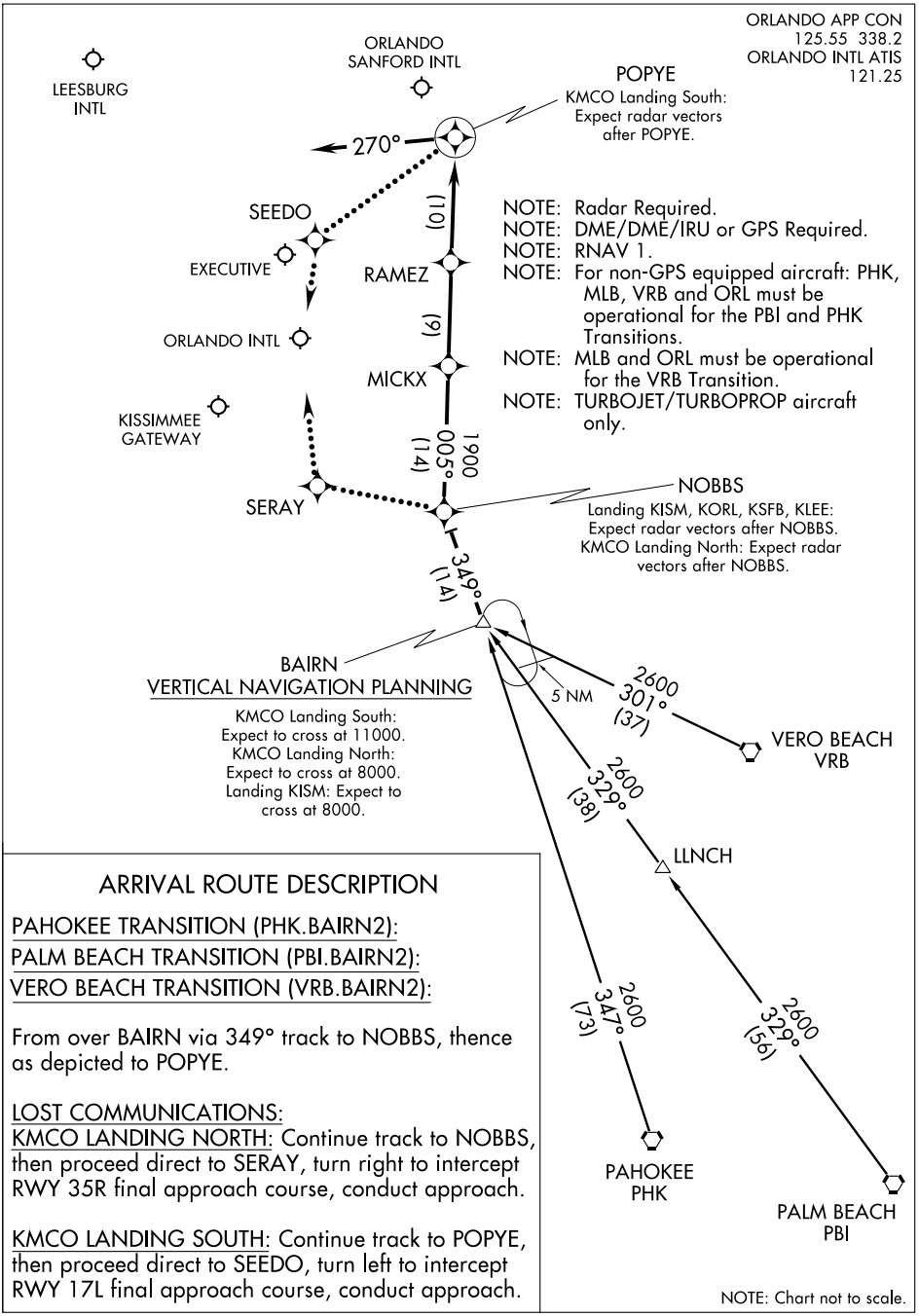
ILS 109.9 I–ORL Rwy 07. Class IB. LOM HERNY NDB. ILS unmonitored 03001000Z‡ daily.

COMM/NAV/WEATHER REMARKS: When twr clsd prior to dep req clnc on 124.3. When ORL ILS Rwy 07 and MCO ILS Rwys 17 and 18R simultaneous ops are conducted, ATC radar rqr.

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

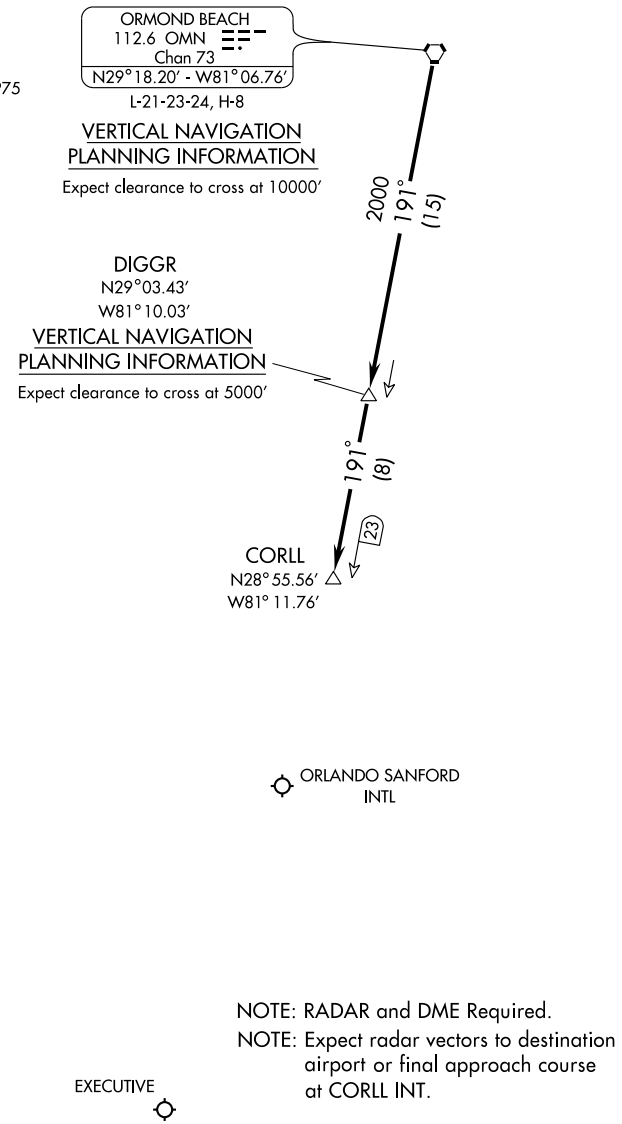
KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)
ORLANDO, FLORIDA
(BAIRN.BAIRN2) 09239
SE-3, 23 SEP 2010 to 21 OCT 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

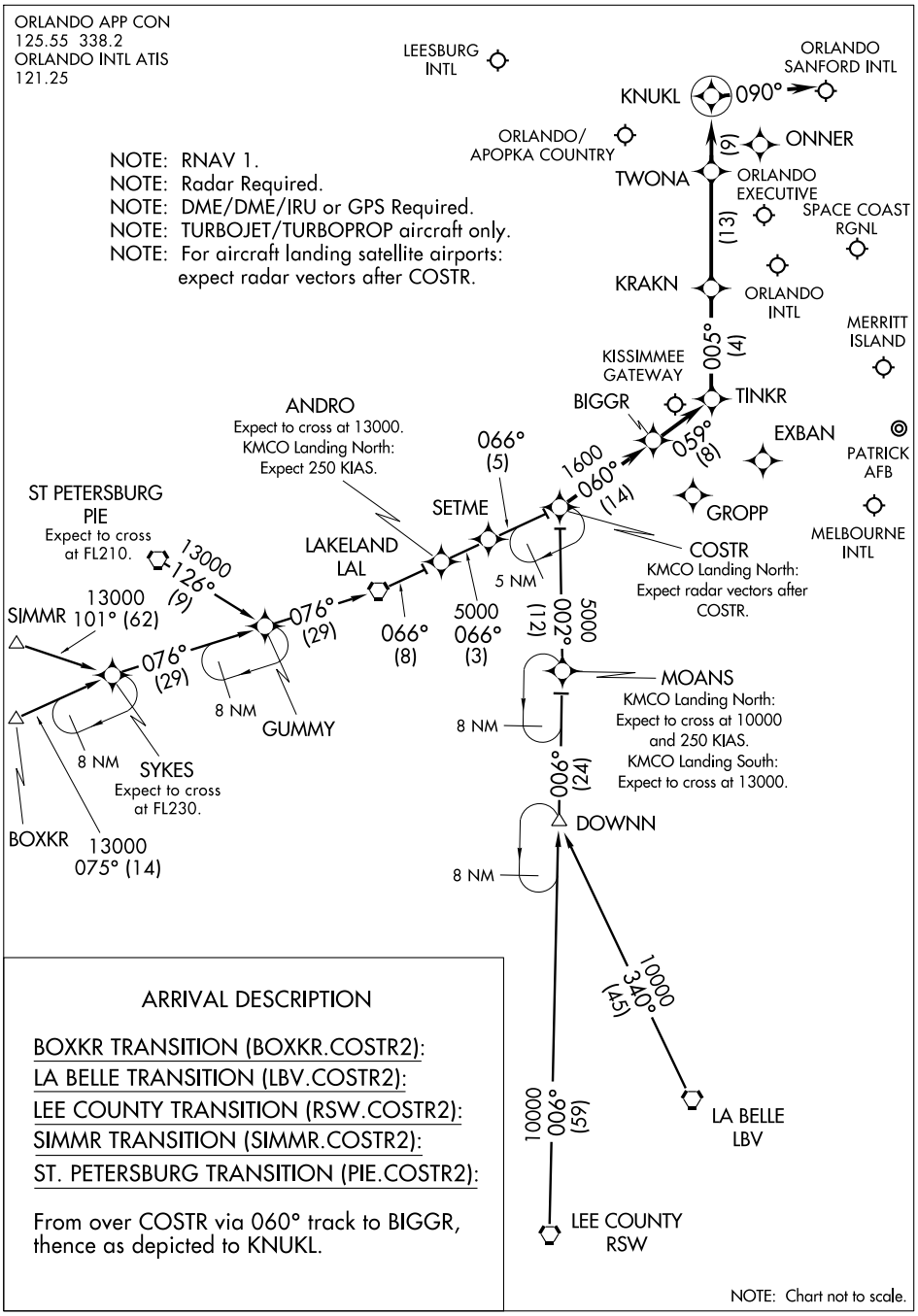
JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

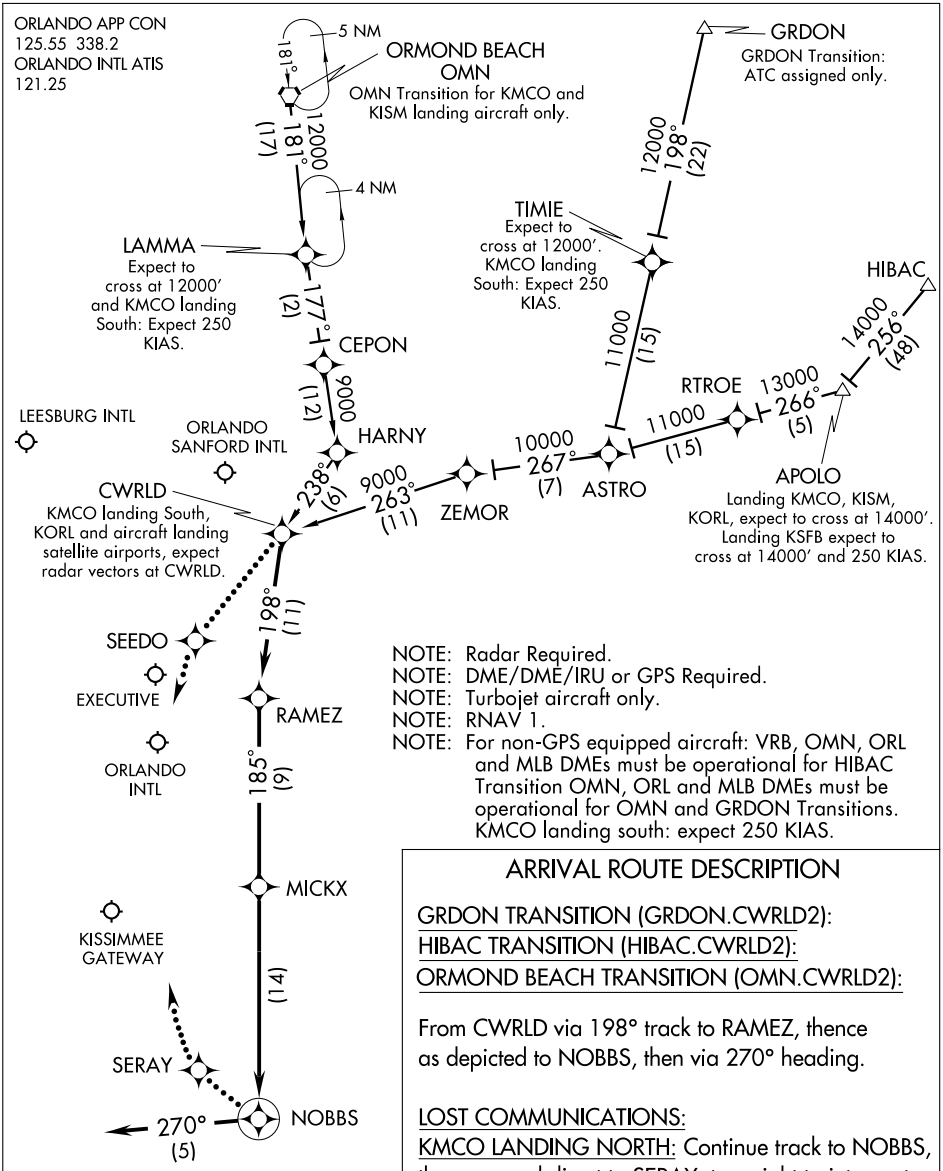
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

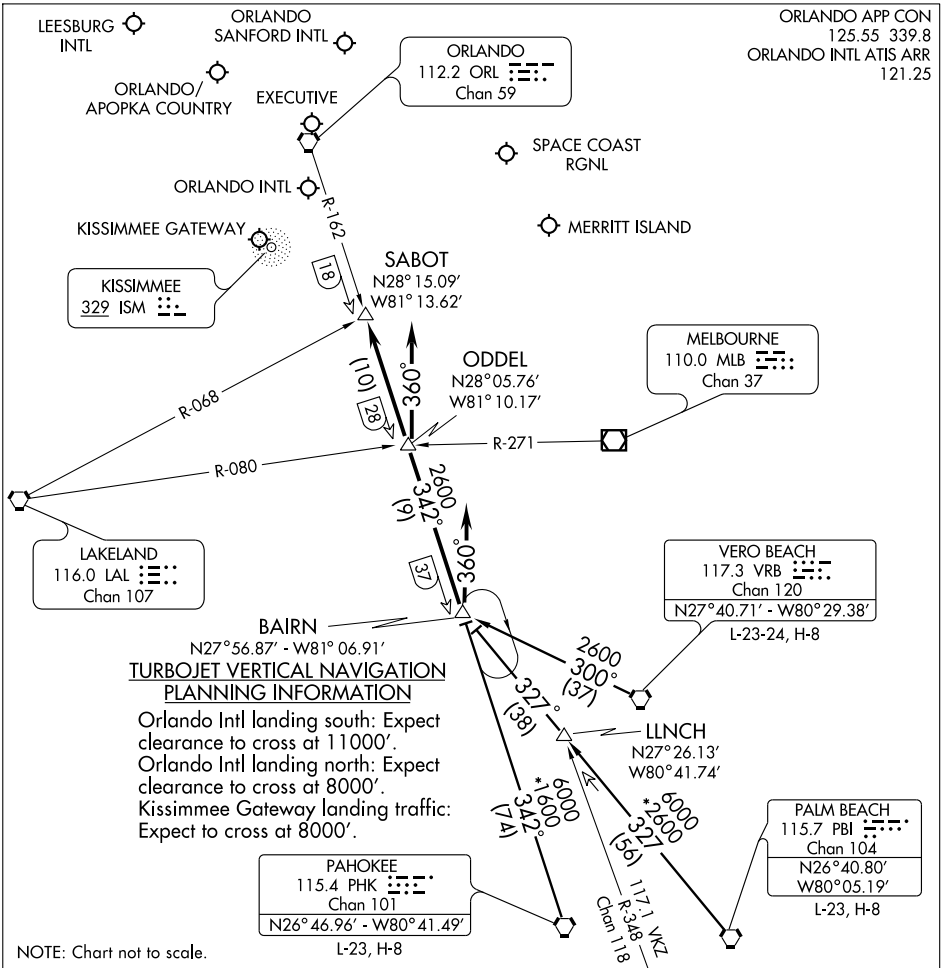
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-ORL	APP CRS	Rwy Idg	5703
109.9	070°	TDZE	109
		Apt Elev	113

ILS or LOC RWY 7

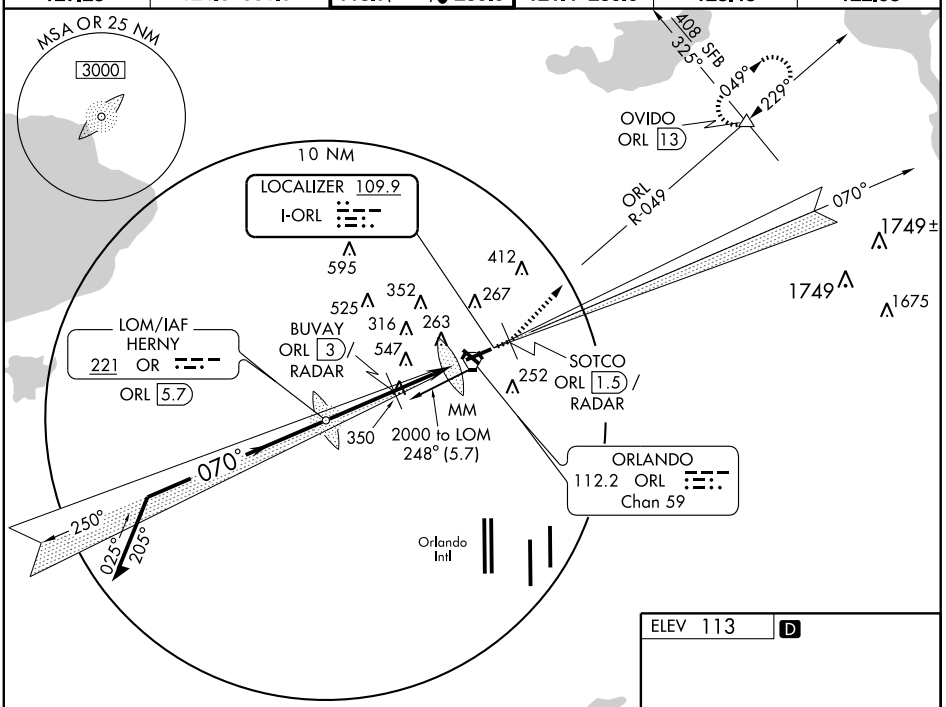
ORLANDO/ EXECUTIVE (ORL)

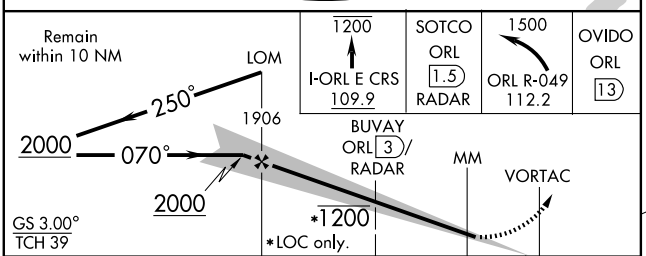
RADAR OR DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

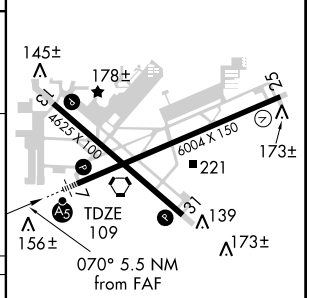
MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude via I-ORL E CRS to SOTCO/ORL 1.5 DME/RADAR then climbing left turn to 1500 via ORL R-049 to OVIDO Int/ ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-ILS 7	** 309/24 200 (200-½)			
S-LOC 7	660/24 551 (600-½)		660/50 551 (600-1)	660/60 551 (600-1¼)
CIRCLING	660-1 547 (600-1)		660-1½ 547 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

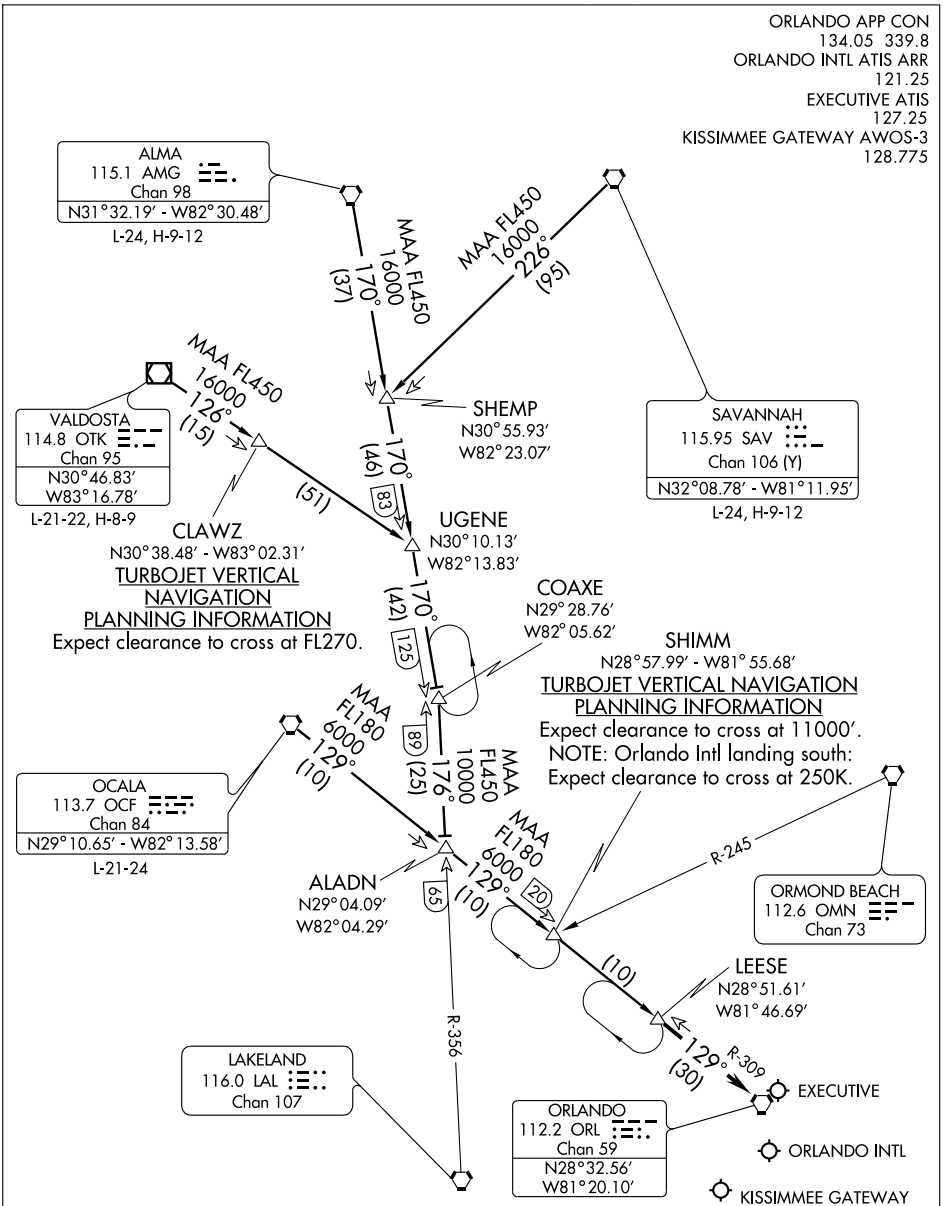
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-ORL	APP CRS	Rwy Idg	6004
109.9	250°	TDZE	113
		Apt Elev	113

LOC BC RWY 25

ORLANDO/EXECUTIVE (ORL)

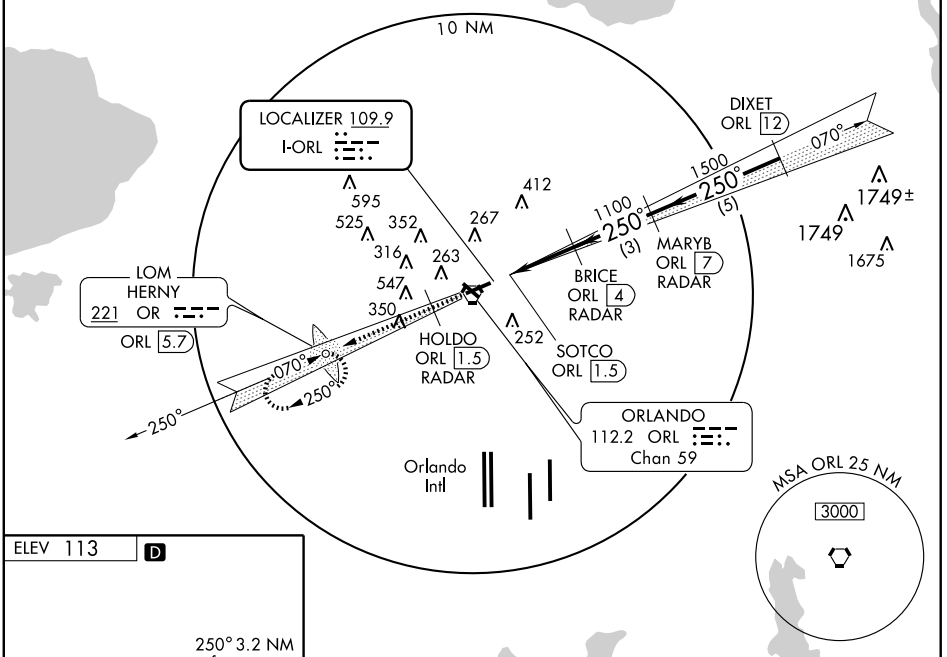
RADAR or DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Disregard glide slope indications.

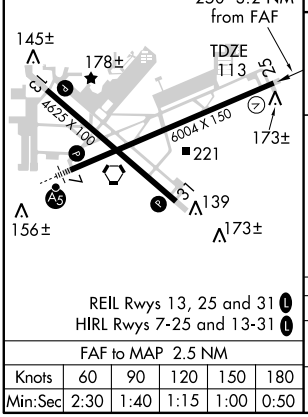
MISSED APPROACH: Climb to 1500 maximum altitude via I-ORL W course to HOLDO/ORL 1.5 DME/RADAR then climb to 1600 via I-ORL W course to HERNY LOM/ORL 5.7 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

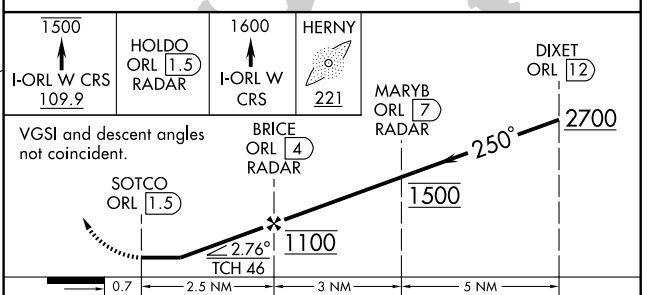
RADAR REQUIRED

BACK COURSE





FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-25	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

MALRY ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4

CRAIG
114.5 CRG
Chan 92
N30°20.33′
W81°30.60′
L-21-23-24, H-8

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′
W82°13.58′
L-21-24

NON-DME
060°
DME
110°
060°
ORL
4
250°
250°
R-060

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′
W80°38.12′
L-23-24

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′
L-21-24, H-8

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Poles and Trees beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°, non-DME aircraft remain on ORL R-060. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

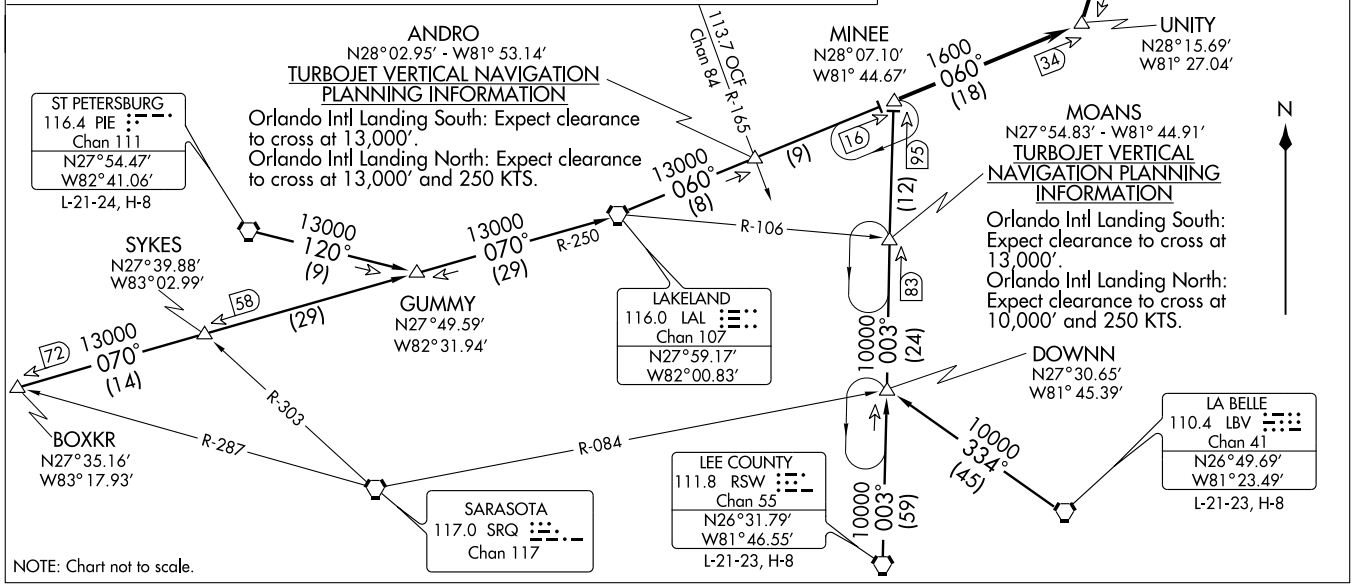
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

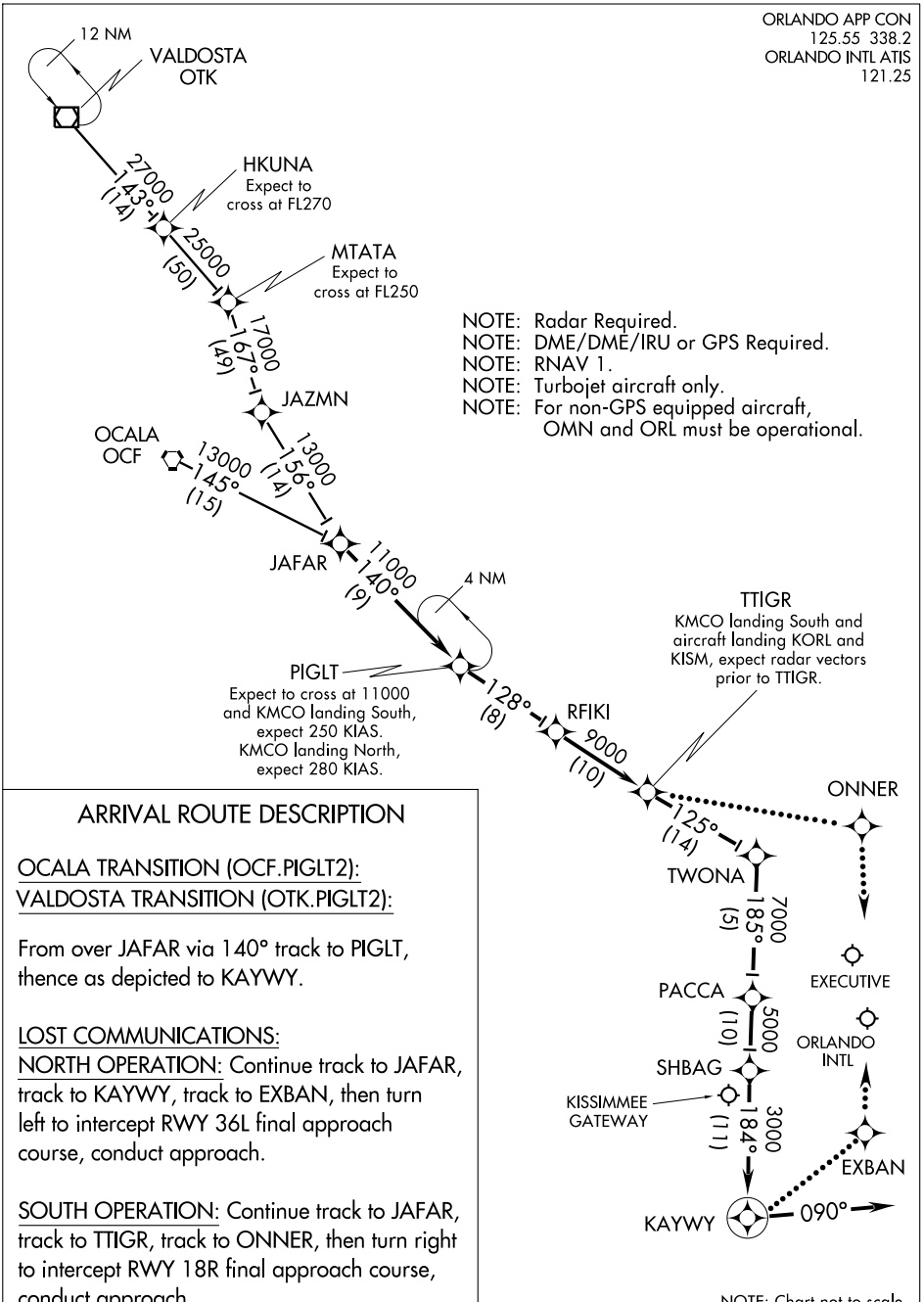
. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5703
070°	TDZE	109
	Apt Elev	113

RNAV (GPS) RWY 7

ORLANDO/EXECUTIVE (ORL)

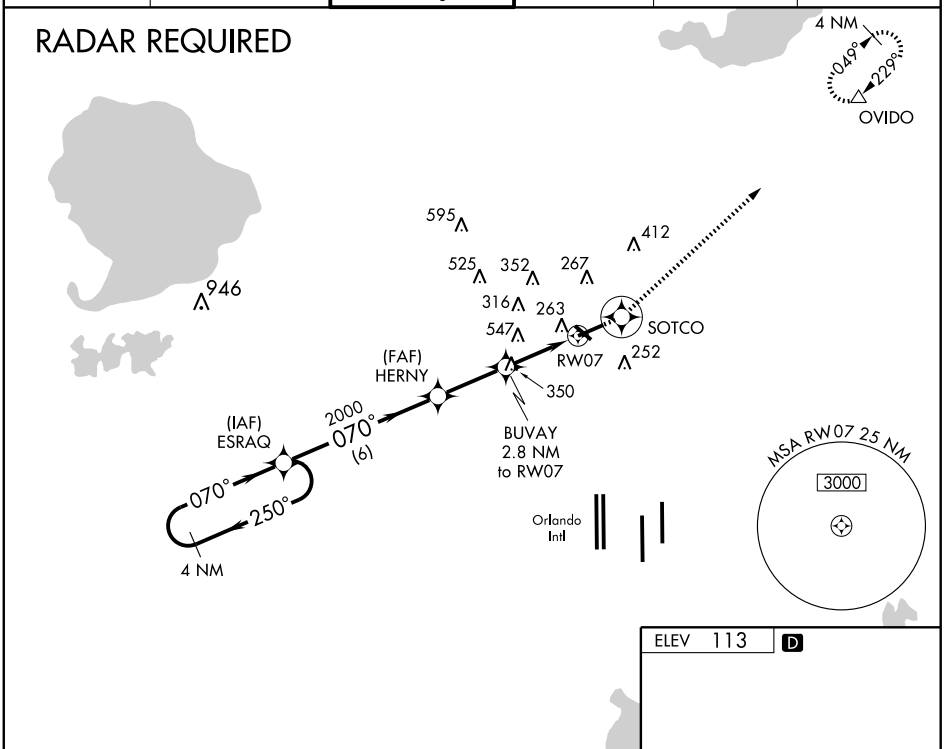
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude direct SOTCO WP, then climb to 1500 direct OVIDO WP and hold.

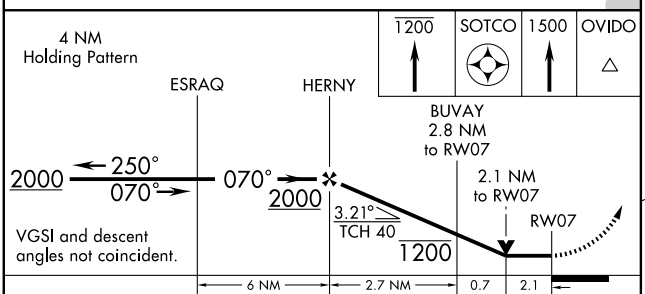
ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED

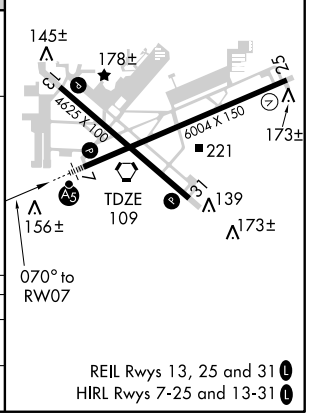


SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNAV MDA	800/24 691 (700-½)		800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1 687 (700-1)		800-2 687 (700-2)	860-2½ 747 (800-2½)



REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

APP CRS	Rwy Idg	6004
250°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 25

ORLANDO/EXECUTIVE (ORL)

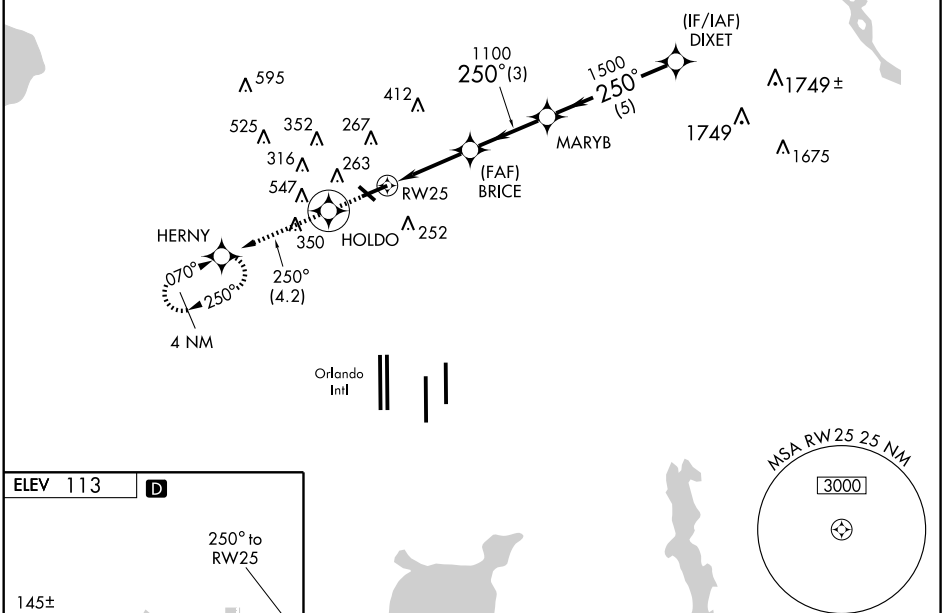
T A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

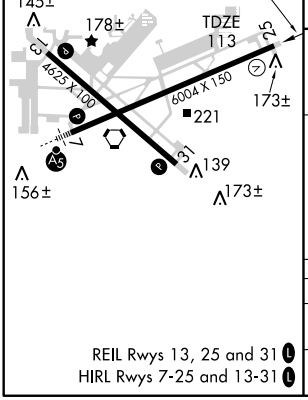
MISSED APPROACH: Climb to 1500 maximum altitude direct HOLDO WP then climb to 1600 via 250° track to HERNY WP and hold.

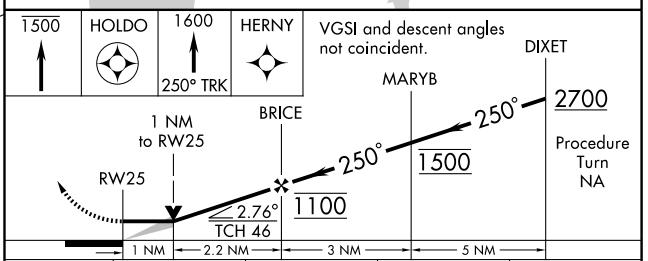
ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

SE-3, 23 SEP 2010 to 21 OCT 2010

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SOAPS ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4

CRAIG
114.5 CRG
Chan 92
N30°20.33′
W81°30.60′
L-21-23-24, H-8

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′
W82°13.58′
L-21-24

290°
045°
R-045
025°
290°
250°
700

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′
W80°38.12′
L-23-24

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′
L-21-24, H-8

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Trees and Poles beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Turn left heading 025° to intercept ORL R-045. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb heading 250° to 700 feet, then climbing right turn heading 290°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 290°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC ORL 112.2 Chan 59	APP CRS 074°	Rwy Idg 5703 TDZE 109 Apt Elev 113

VOR/DME RWY 7

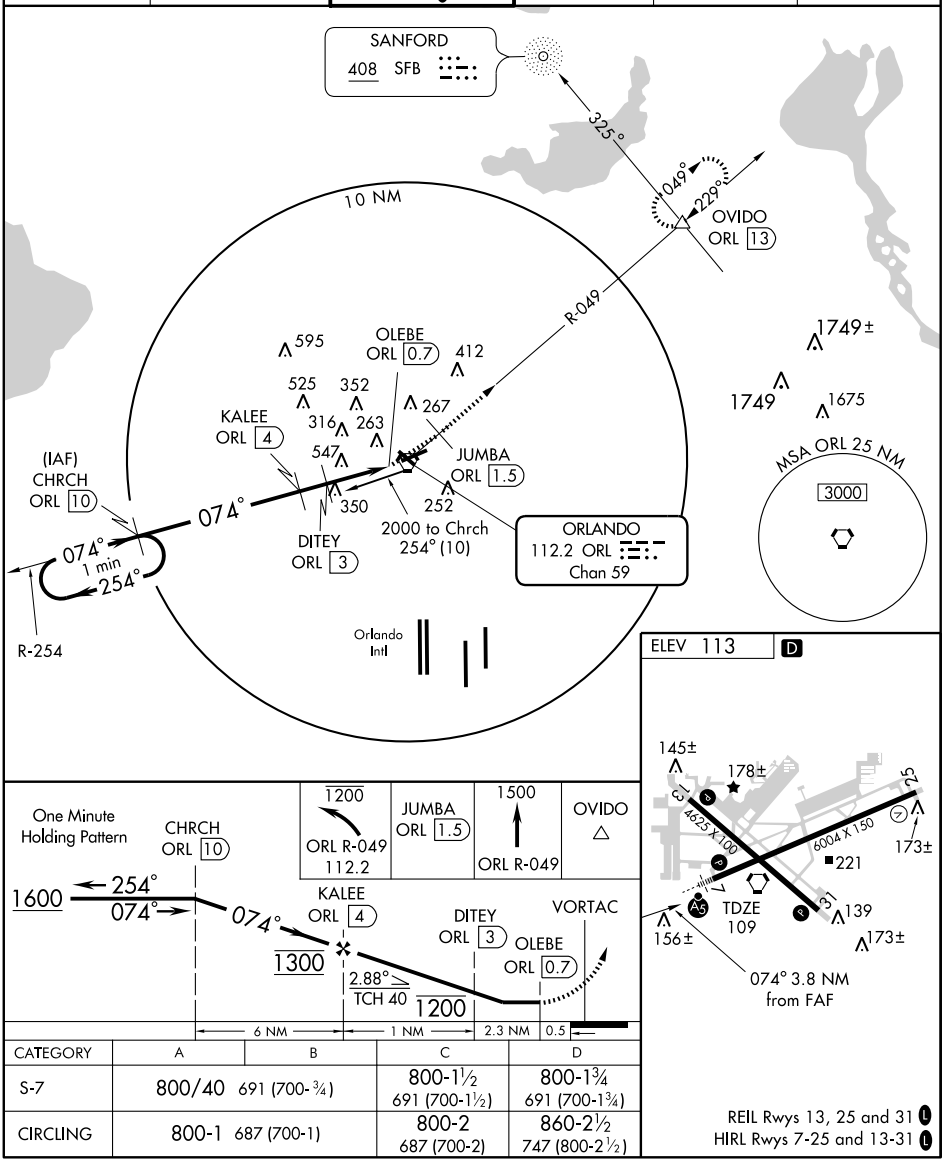
ORLANDO/EXECUTIVE (ORL)

For inoperative MALSR, increase S-7 Cat A and B visibility to RVR 5000.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

MISSED APPROACH: NOTE: A descent to 1200 may be required when executing an early missed approach. Climbing left turn to 1200 maximum altitude via ORL R-049 to JUMBA/ORL 1.5 DME then climb to 1500 via ORL R-049 to OVIDO/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95



CATEGORY	A	B	C	D
S-7	800/40 691 (700-¾)		800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1 687 (700-1)		800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC ORL 112.2 Chan 59	APP CRS 242°	Rwy Idg 6004 TDZE 113 Apt Elev 113

VOR/DME RWY 25

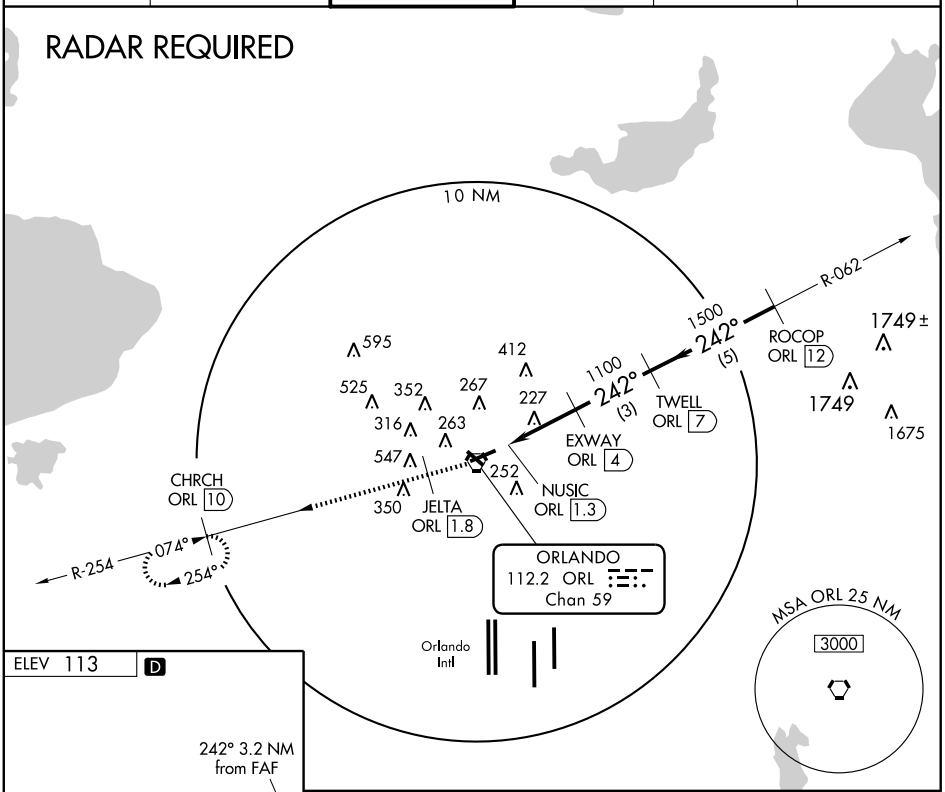
ORLANDO/EXECUTIVE (ORL)

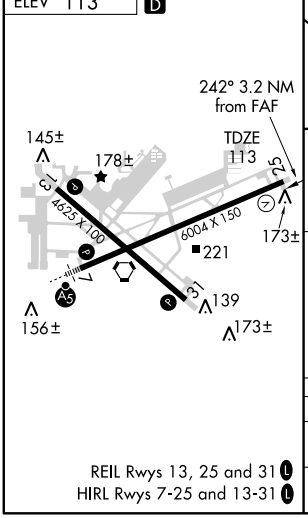
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

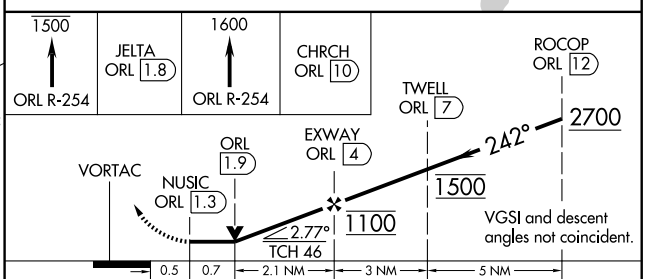
MISSED APPROACH: Climb to 1500 maximum altitude via ORL R-254 to JELTA/1.8 DME then climb to 1600 via ORL R-254 to CHRCH/10 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-25	520-1	407 (500-1)	520-1¼ 407 (500-1¼)	540-1½ 427 (500-1½)
CIRCLING	580-1	467 (500-1)	620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

10266

AIRPORT DIAGRAM

ORLANDO SANFORD INTL (SFB)

ORLANDO, FLORIDA

ATIS
125.975
SANFORD TOWER ★
120.3 381.65
GND CON
121.35 381.65
CLNC DEL
123.975
121.35 (When Tower Closed)

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FBO
ELEV 49
ELEV 52
095.7°
9600 X 150
0.4% UP
ELEV 31
275.7°
27R
09L
LAHSO
185.7°
ELEV 52
095.7°
3578 X 75
275.7°
27C
09C
K1
HS 1
FIELD ELEV 55
185
FBO
TERMINAL APRON
LAHSO
ELEV 48
FIRE STATION
SHERIFF'S HANGAR
VAR 5.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W
CUSTOMS APRON
TERMINAL
TWR
6002 X 150
ELEV 45
LAHSO
095.7°
6647 X 75
275.7°
ELEV 25
09R
27L
HS 2
0.3% UP
005.7°
ELEV 43
36
18

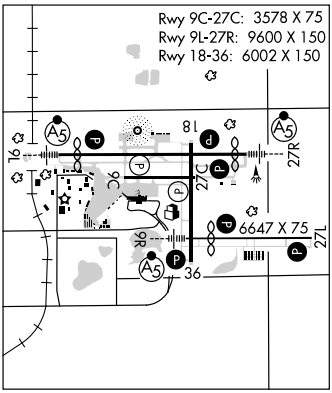
28°47'N
28°46'N
81° 15'W
81°14'W
81°13'W

RWY 09C-27C
S-12
RWY 09L-27R
S-30, D-170, 2S-175, 2D-300
RWY 09R-27L
S-30
RWY 18-36
S-30, D-170, 2S-175, 2D-300

AL-917 (FAA)

10266
AIRPORT DIAGRAM
ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

ORLANDO SANFORD INTL (SFB) 16 NE UTC−5(−4DT) N28°46.60′ W81°14.13′ **JACKSONVILLE**
55 B S4 **FUEL** 100LL, JET A OX 3 TPA—1055(1000) AOE ARFF Index—See Remarks **H–8H, L–21D, 24F**
NOTAM FILE SFB **IAP, AD**



RWY 09L–27R: H9600X150 (ASPH–GRVD) S–30, D–170, 2S–175, 2D–300 HIRL
RWY 09L: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. Thld dsplcd 1000′.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 600′. Trees. Rgt tfc. 0.4% up.
RWY 09R–27L: H6647X75 (ASPH) S–30 HIRL 0.3% up W
RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 1647′. Rgt tfc.
RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 18–36: H6002X150 (ASPH–CONC–GRVD) S–30, D–170, 2S–175, 2D–300 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees. Rgt tfc.
RWY 09C–27C: H3578X75 (ASPH) S–12 MIRL
RWY 09C: REIL. PAPI(P2L)—GA 4.0° TCH 35′. Pole. Rgt tfc.
RWY 27C: PAPI(P2L)—GA 3.0° TCH 27′. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09L	18–36	5500
RWY 09C	18–36	3150
RWY 18	09R–27L	4624
RWY 27L	18–36	5760
RWY 36	09L–27R	5300

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 09L:	TORA–9600	TODA–9600	ASDA–9600	LDA–8600
RWY 09C:	TORA–3578	TODA–3578	ASDA–3578	LDA–3578
RWY 09R:	TORA–6647	TODA–6647	ASDA–6647	LDA–5000
RWY 27L:	TORA–6647	TODA–6647	ASDA–6132	LDA–6132
RWY 27C:	TORA–3578	TODA–3578	ASDA–3578	LDA–3578
RWY 27R:	TORA–9600	TODA–9600	ASDA–9600	LDA–9000

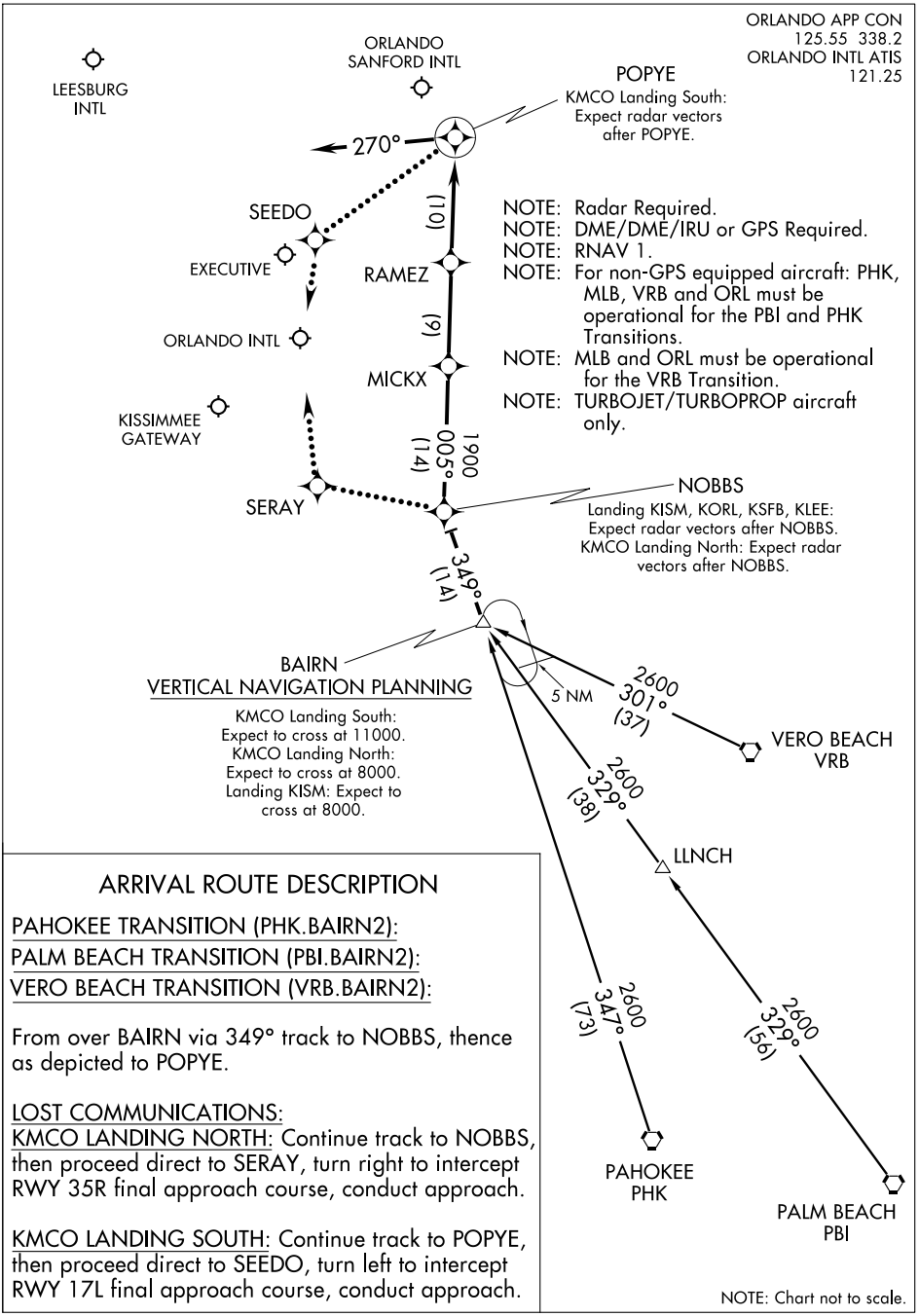
AIRPORT REMARKS: Attended continuously. Class I, ARFF Index D. CLOSED to repetitive air carrier training ops except 24 hrs PPR ctc arpt manager 407–585–4000 ext 4006 or 407–585–4119. ARFF index E avbl with 24 hr PPR (charter carriers on published schedule exempt). Rwy 09C–27C and Rwy 09R–27L non–air carrier use only. Rwy 18–36 and Rwy 09L–27R primary rwys for air carrier ops. Twy K and Twy K1 clsd to acft with wingspan greater than 80′. Twy P clsd to acft with wingspan greater than 40′. Noise sensitive area under ILS apch from SEMCO OM to Rwy 09L and from 4 miles out straight-in to Rwy 27R. Turbojets are to use company fly quiet or noise abatement procedures, for details ctc arpt manager at phone number 407–585–4000. Dense flight training activity in tfc pattern and local area; Rwy 09R–27L primary flight training rwy. Large birds, including eagles invof arpt. All acft with less than 30 seats arriving to clear Customs ctc 129.075 prior to ldg. PAEW on terminal ramp within 75′ of Twy C centerline when acft using gates 3 or 4. When twr clsd ACTIVATE HIRL Rwy 09L–27R, Rwy 09R–27L, MIRL Rwy 18–36, PAPI Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS (407) 321–9384. **HIWAS** 112.2 ORL. LAWRS.
COMMUNICATIONS: CTAF 120.3 **ATIS** 125.975
Ⓡ **ORLANDO APP/DEP CON** 119.775 (South of SFB within 20 NM 3500′ and blo) 121.1 (North of SFB within 20 NM 3500′ and blo) **CLNC DEL** 121.35 (When Twr CLOSED) 123.975 Clnc Del avbl when advertised on ATIS.
TOWER 120.3 135.25 (1130–0400Z‡) **GND CON** 121.35
AIRSPACE: CLASS C svc 1130–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 021° 15 NM to fld. 102/00E. **HIWAS.**
SANFORD NDB (MHW) 408 SFB N28°47.10′ W81°14.60′ at fld. NOTAM FILE SFB. NDB unmonitored when twr clsd.
ILS 108.9 I–SND Rwy 09L. ILS unmonitored when twr clsd.
ILS/DME 111.55 I–00S Chan 52(Y) Rwy 09R. Class I.
ILS/DME 110.15 I–FNU Chan 38(Y) Rwy 27R. Class IB.

ORLANDO APOPKA (See APOPKA)

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

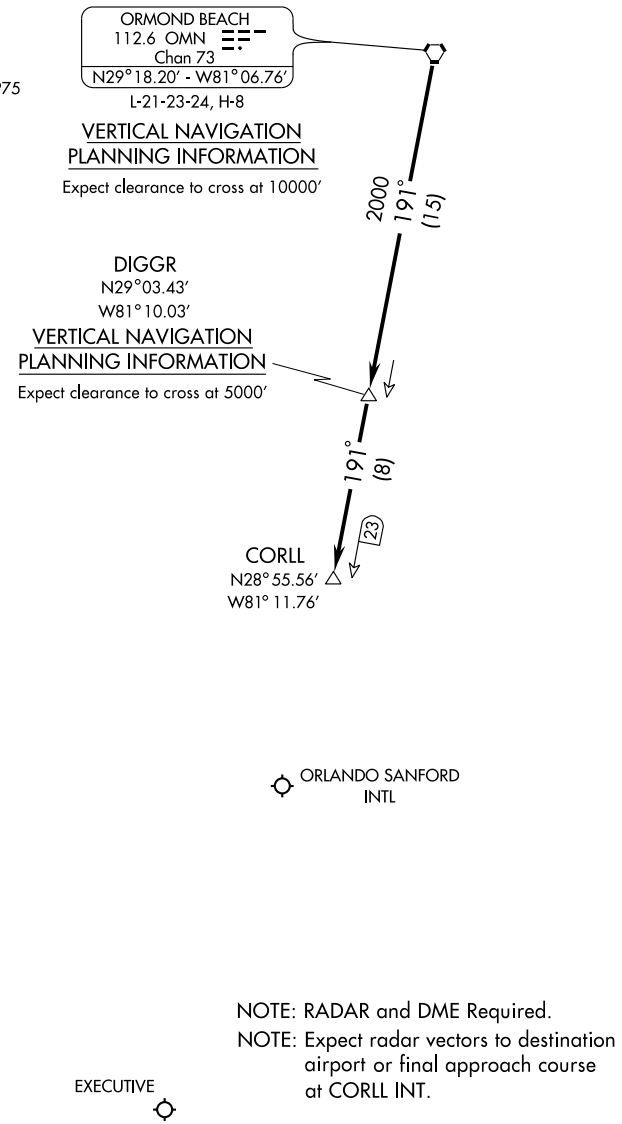
KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BAIRN TWO ARRIVAL (RNAV)
ORLANDO, FLORIDA
(BAIRN.BAIRN2) 09239
SE-3, 23 SEP 2010 to 21 OCT 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

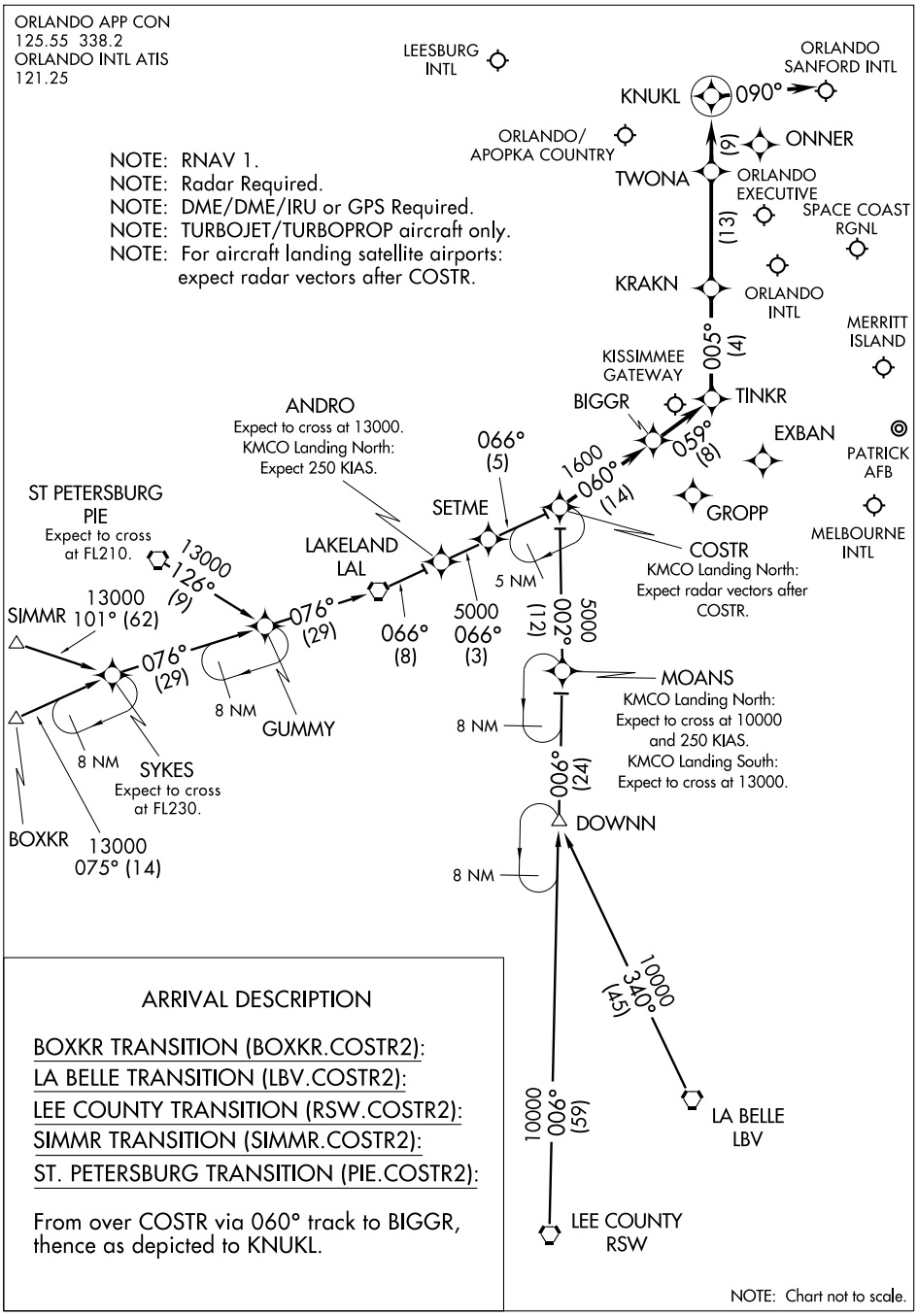
JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

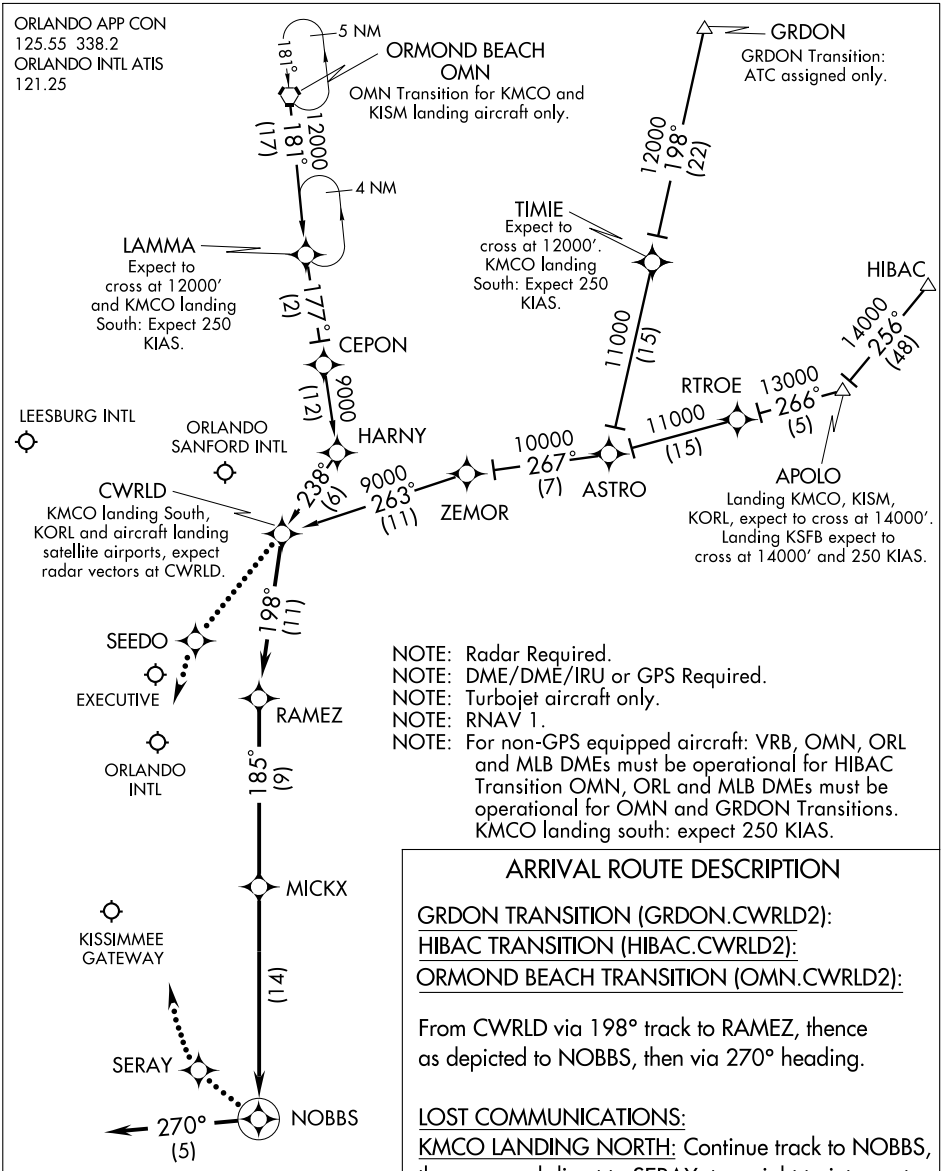
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

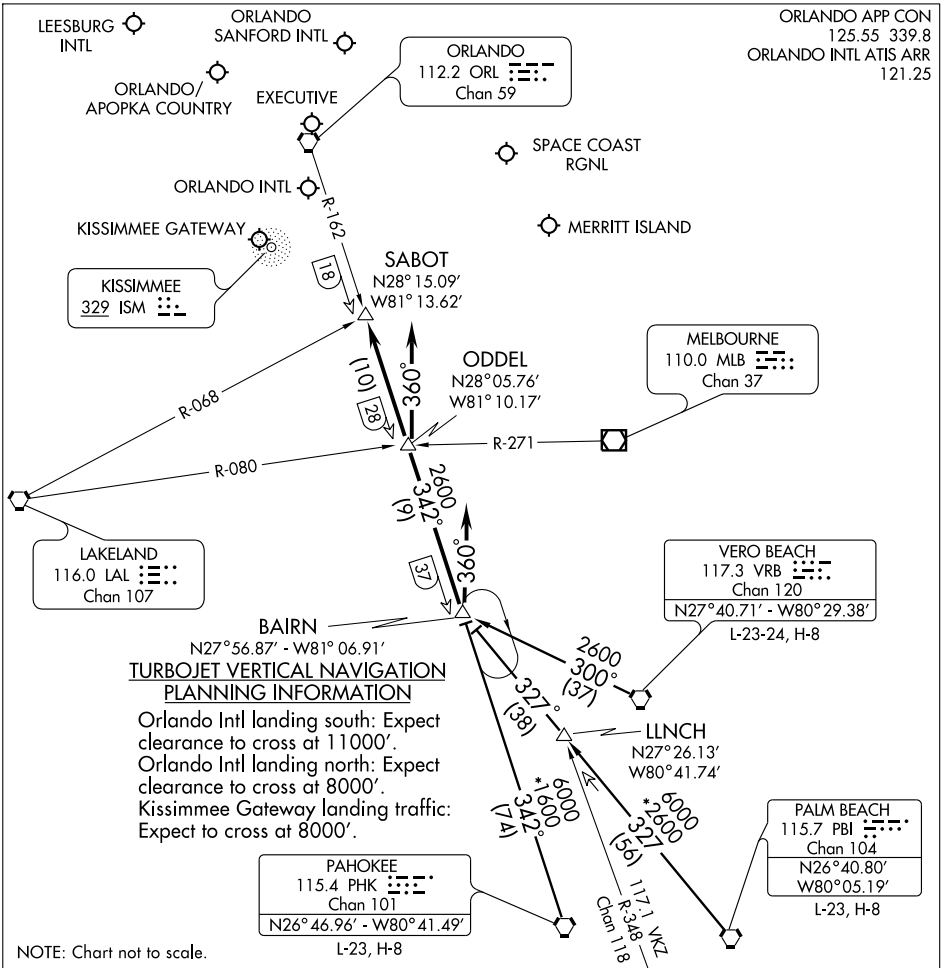
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

23 SEP 2010 to 21 OCT 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SND	APP CRS	Rwy Idg	8600
108.9	095°	TDZE	55
		Apt Elev	55

ILS or LOC RWY 9L

ORLANDO SANFORD INTL (SFB)

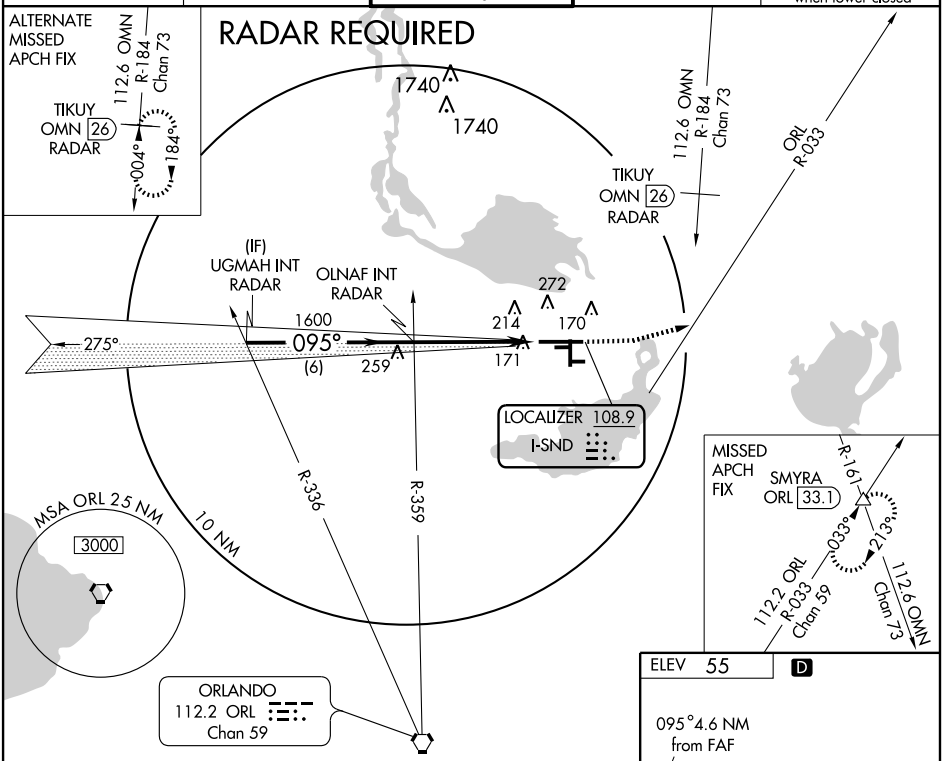
When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 298, all MDA 60 feet, and S-LOC 9L Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9R. LOC procedure NA during simultaneous operations.

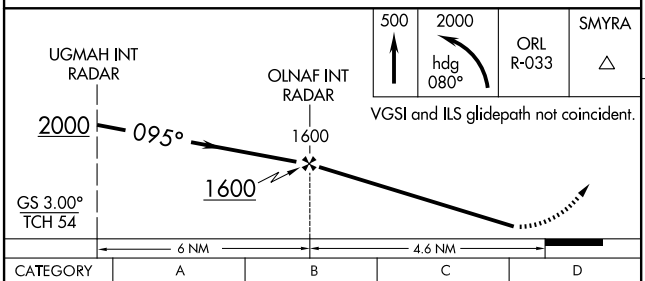
MALSR

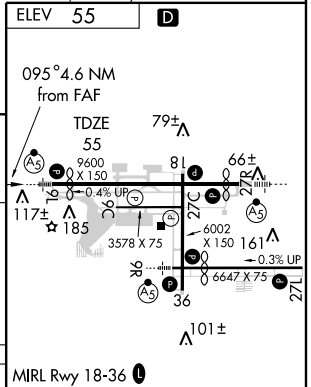
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via heading 080°and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35

*when tower closed







CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	400-½ 345 (400-½)			400-¾ 345 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwys 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-OOS	APP CRS	Rwy ldg 5000
111.55	095°	TDZE 47
Chan 52 (Y)		Apt Elev 55

ILS or LOC RWY 9R

ORLANDO SANFORD INTL (SFB)

Circling to Rwy 27L NA at night. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 290, all MDA 60 feet, and S-LOC 9R Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 125° and ORL VORTAC R-070 to MALET INT/ORL 26.2 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed

ALTERNATE MISSED APCH FIX
OVIDO OMN 37.1
112.6 OMN Chan 73
003° 183° R-183

RADAR REQUIRED

1740
1740

(IF)
JORVU INT
I-OOS 12.7
RADAR

COYVA INT
I-OOS 5.6
RADAR

272
214 170
1600
275° 095° (7.1)

LOCALIZER 111.55
I-OOS
Chan 52 (Y)

R-335
R-003
10 NM

OVIDO
OMN 37.1

MSA ORL 25 NM
3000

1674
1749±

ORLANDO
112.2 ORL
Chan 59

MALET
ORL 26.2
112.6 OMN Chan 73
R-161
R-070
112.2 ORL Chan 59
070° 250°
R-343
110.0 MLB Chan 37
MISSED APCH FIX

ELEV 55 D

79±
9600 X 150
0.4% UP
81
66±
27R
16
117±
185
27C
09
3578 X 75
6002 X 150
161
0.3% UP
6647 X 75
27L
131±
36
TDZE 47
101±
095° 4.7 NM from FAF

JORVU INT
I-OOS 12.7
RADAR

COYVA INT
I-OOS 5.6
RADAR

500	2800	ORL R-070	MALET
	hdg 125°		

3000
095°
1600
1600
I-OOS 1.9
I-OOS 0.9
GS 3.00°
TCH 45
7.1 NM
3.7 NM
1 NM

CATEGORY	A	B	C	D
S-ILS 9R	247-¾ 200 (200-¾)			
S-LOC 9R	400-1 353 (400-1)			400-1¼ 353 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-FNU	APP CRS	Rwy Idg	9000
110.15	275°	TDZE	50
Chan 38 (Y)		Apt Elev	55

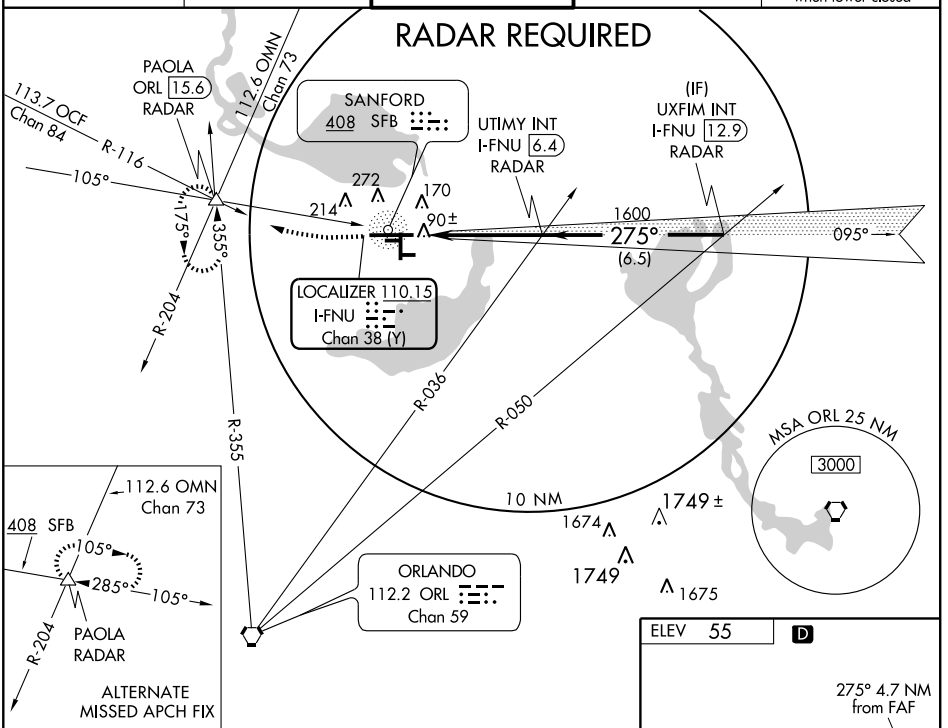
ILS or LOC RWY 27R
ORLANDO SANFORD INTL (SFB)

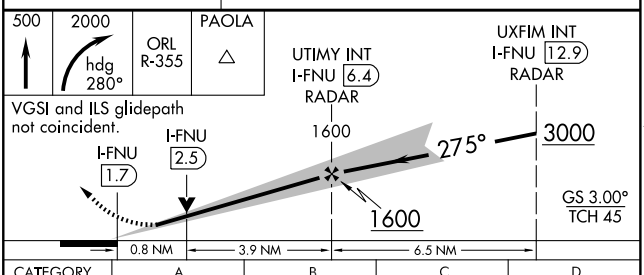
When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 293 and all MDA 60 feet. VDP NA when using Executive altimeter setting. For inoperative MALSR increase S-LOC 27R Cat D visibility to 1. For inoperative MALSR, when using Executive altimeter setting, increase S-ILS 27R all Cats visibility to 1. DME and RADAR Required.

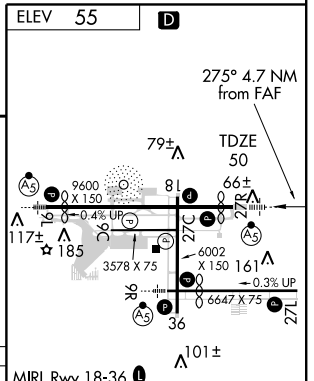
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 280° and ORL VORTAC R-355 to PAOLA/ORL 15.6 DME RADAR and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 27R	250-½ 200 (200-½)			
S-LOC 27R	380-½ 330 (400-½)			380-¾ 330 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

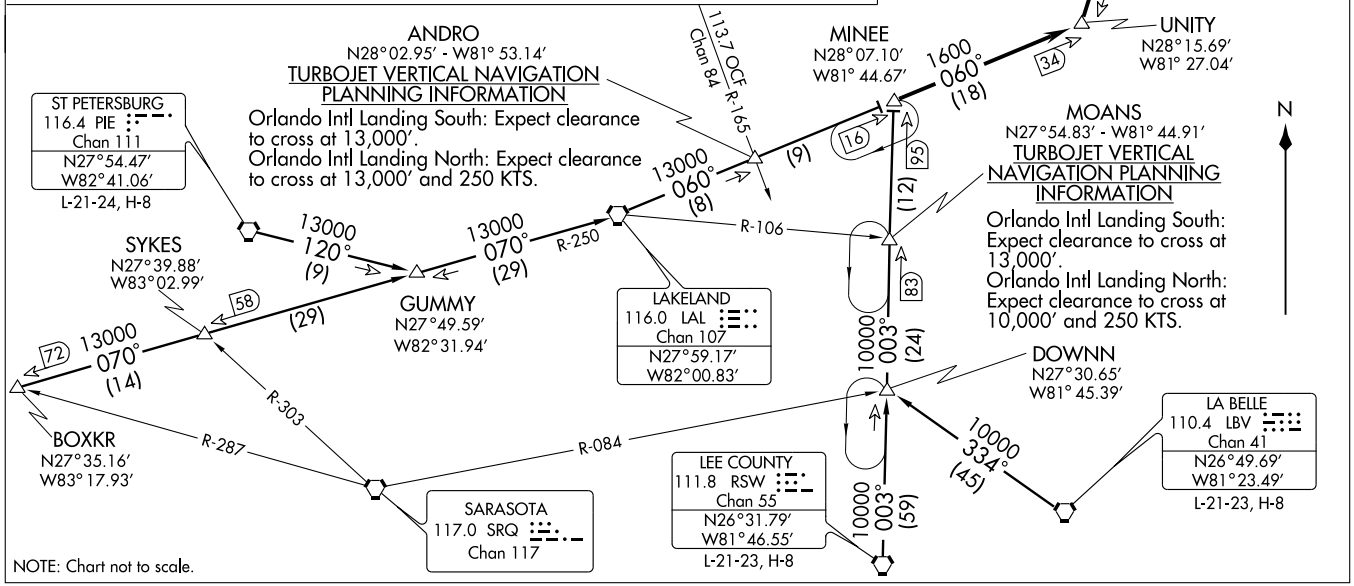
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

NDB SFB 408	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 55

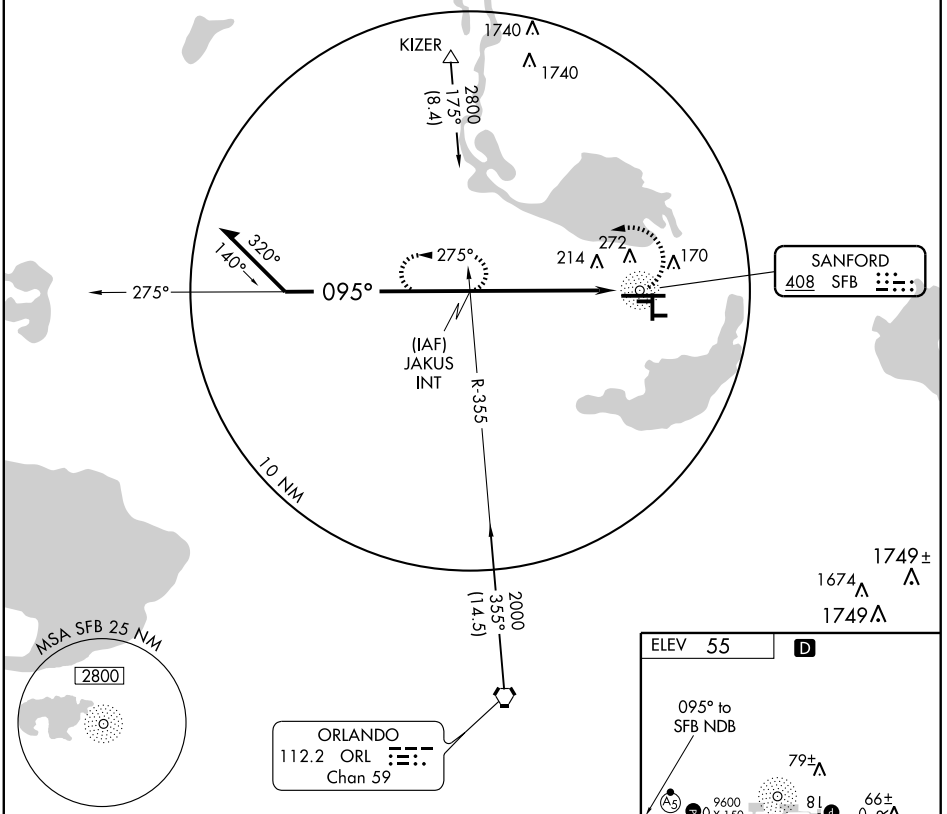
NDB-B

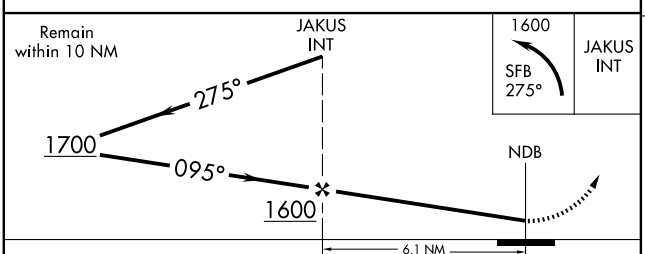
ORLANDO SANFORD INTL (SFB)

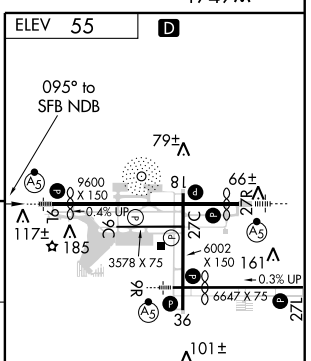
MISSED APPROACH: Climbing left turn to 1600 via SFB 275° course to JAKUS Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed

SE-3, 23 SEP 2010 to 21 OCT 2010







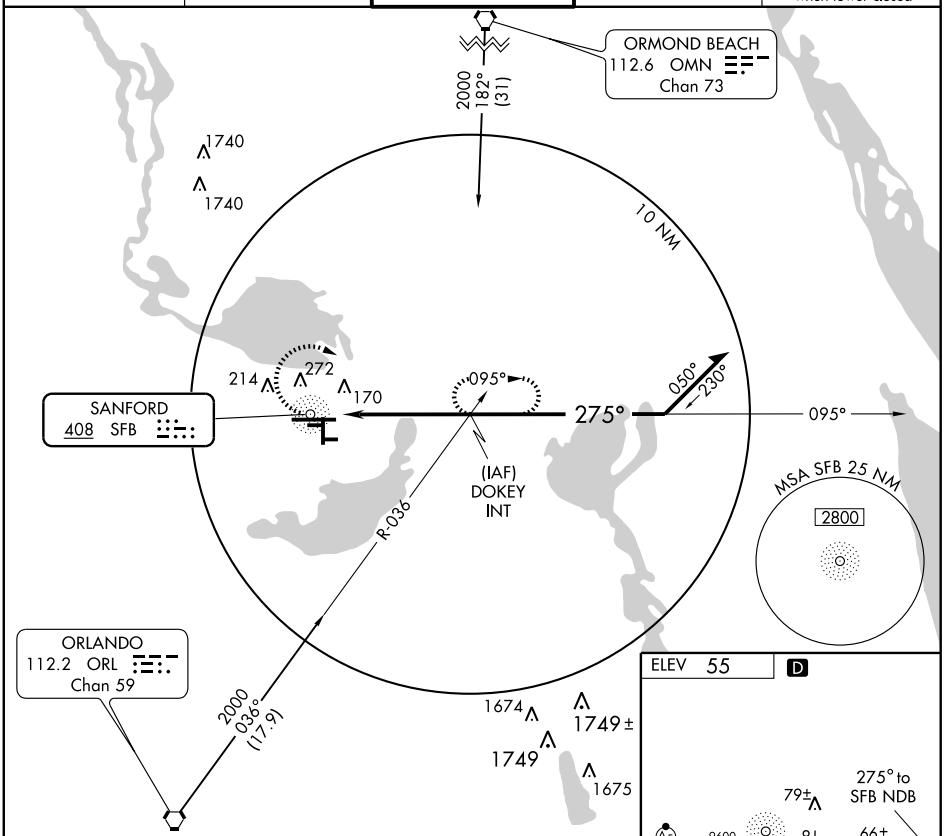
CATEGORY	A	B	C	D
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

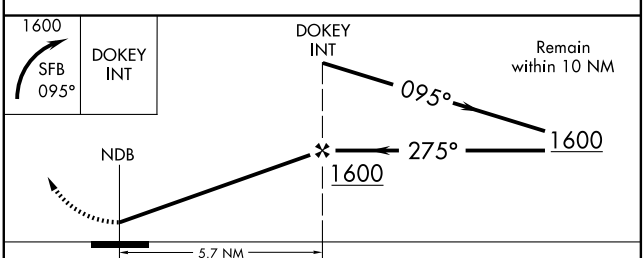
NDB SFB 408	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 55

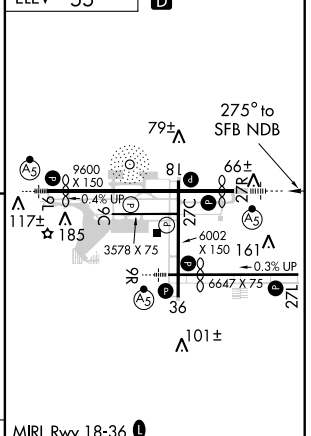
NDB-C
ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing right turn to 1600 via SFB 095° course to DOKEY Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed







CATEGORY	A	B	C	D
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

WAAS	APP CRS	Rwy ldg	8600
CH 78409	095°	TDZE	55
W09A		Apt Elev	55

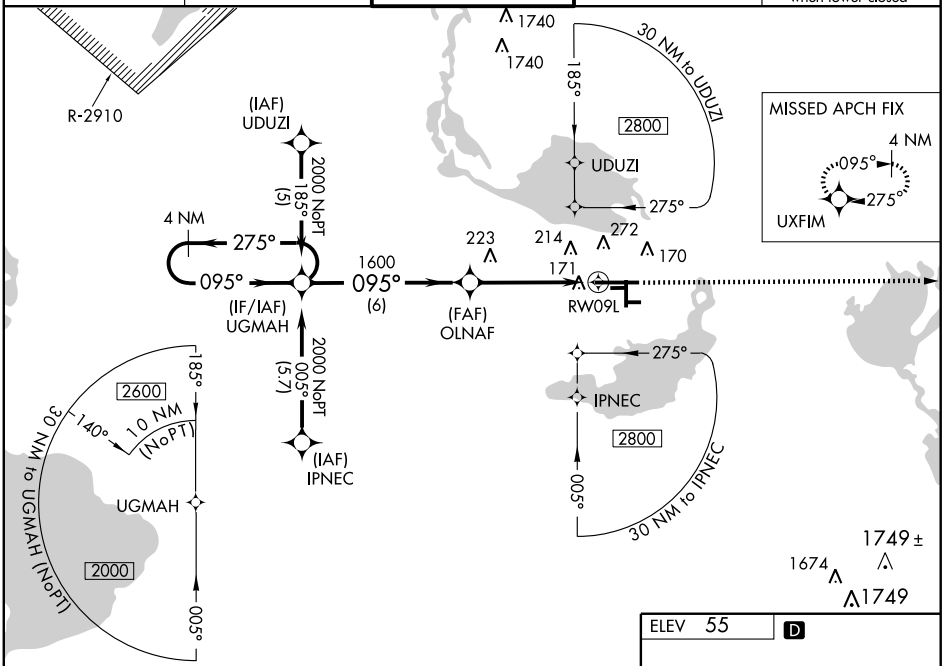
RNAV (GPS) RWY 9L
ORLANDO SANFORD INTL (SFB)

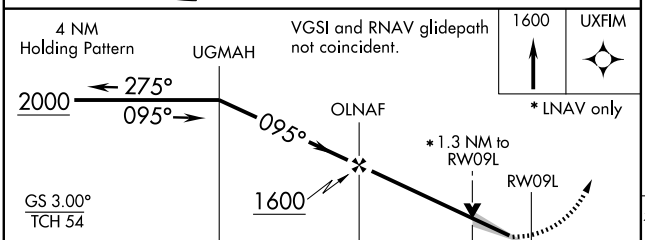
Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 298, LNAV/VNAV DA to 543, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats LNAV visibility Cats C and D visibility ¼ mile.

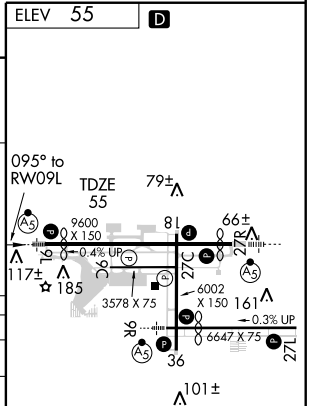
MALSR

MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
LPV DA	255-½ 200 (200-½)			
LNAV/VNAV DA	500-1 445 (500-1)			
LNAV MDA	540-½ 485 (500-½)		540-¾ 485 (500-¾)	540-1 485 (500-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

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WAAS	APP CRS	Rwy ldg	5000
CH 48810	095°	TDZE	47
W09B		Apt Elev	55

RNAV (GPS) RWY 9R

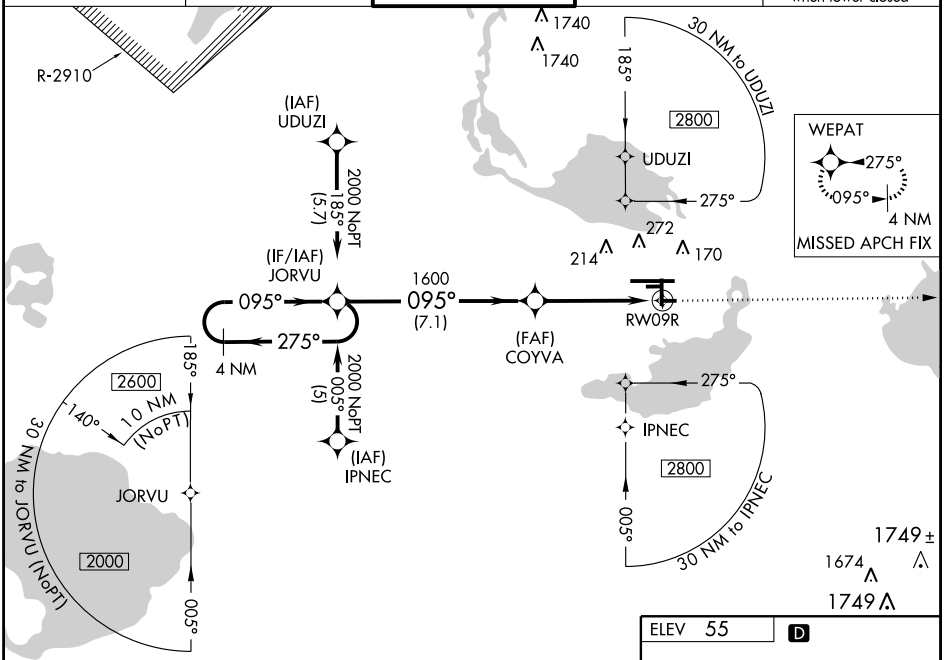
ORLANDO SANFORD INTL (SFB)

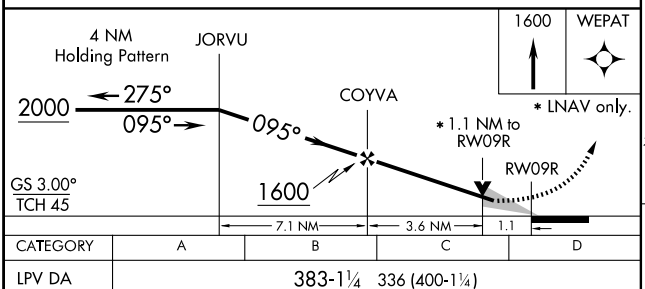
Circling to Rwy 27L NA at night. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 426, LNAV/VNAV DA to 520, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile.

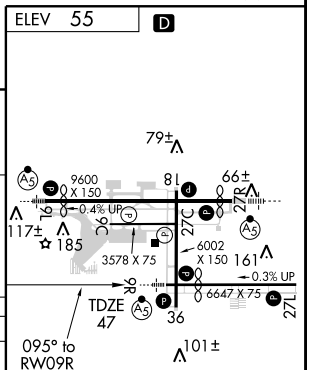
MALSR

MISSED APPROACH: Climb to 1600 direct WEPAT and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
LPV DA	383-1¼ 336 (400-1¼)			
LNAV/VNAV DA	477-1½ 430 (500-1½)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	9000
CH 63209	275°	TDZE	50
W27A		Apt Elev	55

RNAV (GPS) RWY 27R

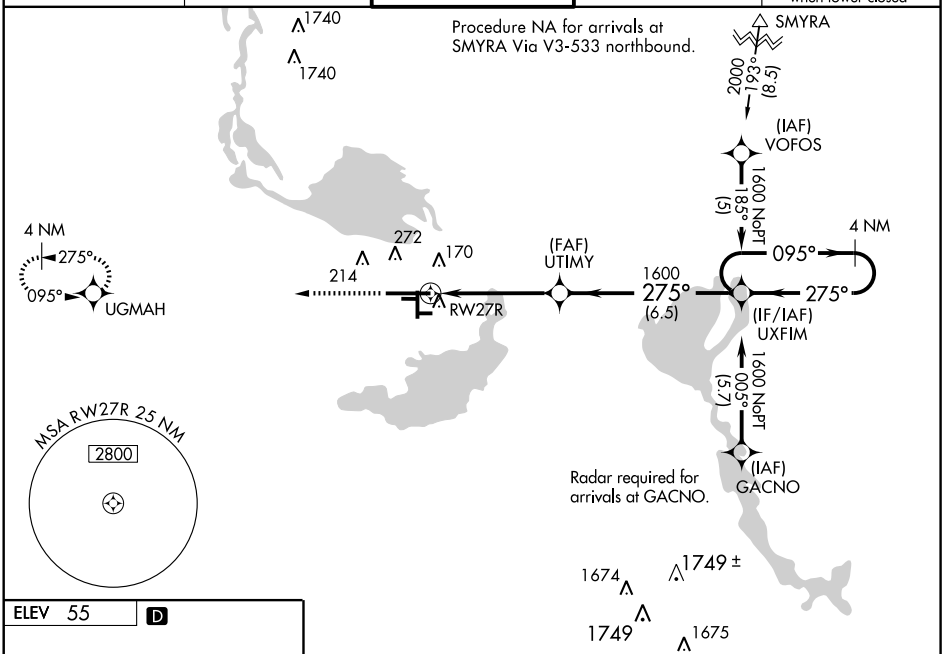
ORLANDO SANFORD INTL (SFB)

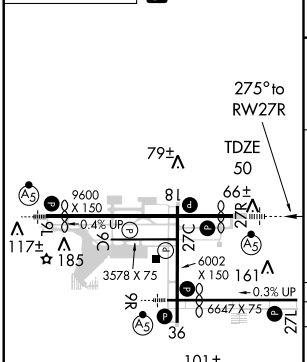
Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 293, LNAV/VNAV DA to 464, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct UGMAH and hold.

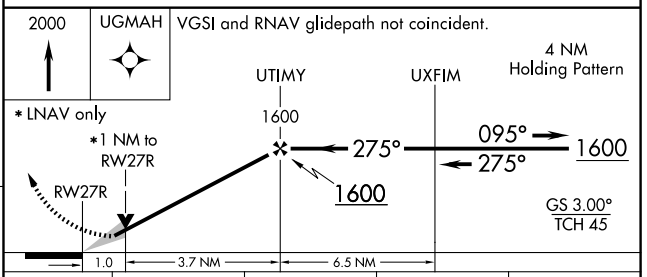
ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed





ELEV 55 D

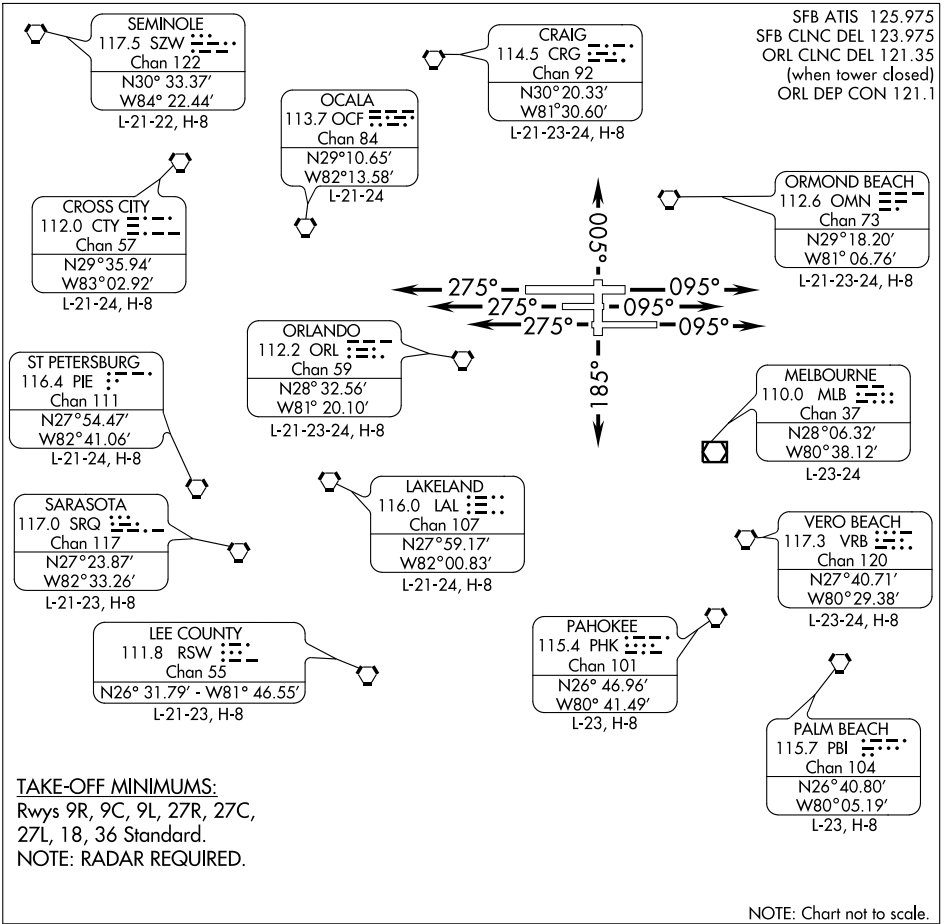
MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36



CATEGORY	A	B	C	D
LPV DA	250-½ 200 (200-½)			
LNAV/VNAV DA	421-¾ 371 (400-¾)			
LNAV MDA	420-½ 370 (400-½)			420-1 370 (400-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SANFORD THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9R, 9C, 9L : Climb heading 095°. Thence. . . .
TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . .
TAKE-OFF RWY 18: Climb heading 185°. Thence. . . .
TAKE-OFF RWY 36: Climb heading 005°. Thence. . . .

. . . .Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

TAKE-OFF OBSTACLE NOTES:

RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL.

RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL. Tree 2,305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL.

RWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL.

RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL.

RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL.

RWY 27L: Trees beginning 2,733 feet from DER, 260 feet left of centerline up to 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/ 51 feet MSL.

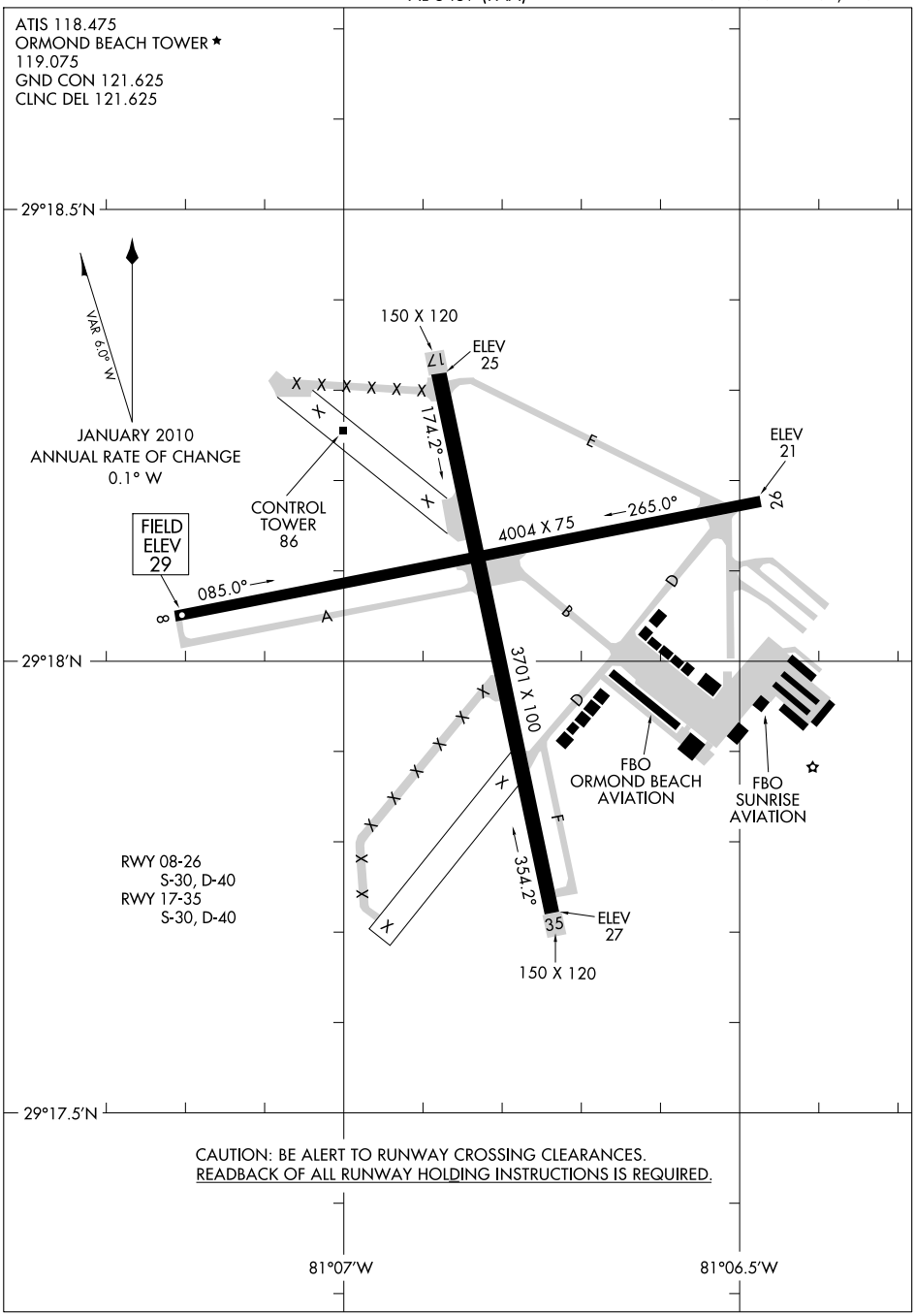
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ORMOND BEACH MUNI (OMN)

AL-5459 (FAA)

ORMOND BEACH, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ORMOND BEACH, FLORIDA
ORMOND BEACH MUNI (OMN)

10210

ORMOND BEACH N29°18.20′ W81°06.76′ NOTAM FILE OMN **JACKSONVILLE**

(H) VORTAC 112.6 OMN Chan 73 at Ormond Beach Muni. 19/00E. NOTAM FILE PIE. **H–8H, L–21D, 24G**

VOR portion unusable 147°–155 byd 12 NM blo 2000′; useable 147°–155° byd 25 NM blo 3000′; useable 243°–253° byd 35 NM blo 3000′.

RCO 122.1R 112.6T (ST PETERSBURG RADIO)

RCO 122.4 (ST PETERSBURG RADIO)

ORMOND BEACH MUNI (OMN) 3 NW UTC−5(−4DT) N29°18.03′ W81°06.82′ **JACKSONVILLE**

29 B S4 **FUEL** 100LL, JET A TPA—1029(1000) NOTAM FILE PIE **L–21D, 24G**

RWY 08–26: H4004X75 (ASPH) S–30, D–40 MIRL **IAP, AD**

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 17–35: H3701X100 (ASPH) S–30, D–40 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended 1200–0000Z‡. Line of sight obstructed btn Rwys 08–26, 17–35. Twy C clsd indef. Portions of twy cracking with grass growing through. Noise abatement procedures in effect ctc arpt mgr at 386–615–7019 for details. ACTIVATE MIRL Rwys 08–26 and 17–35 and PAPI Rwy 08, Rwy 26, Rwy 17 and Rwy 35, REIL Rwy 08, Rwy 17, Rwy 26, Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (386) 615–7084.

COMMUNICATIONS: CTAF 119.075 **ATIS** 118.475 **UNICOM** 123.05

RCO 122.1R 112.6T (ST PETERSBURG RADIO)

RCO 122.4 (ST PETERSBURG RADIO)

DAYTONA APP/DEP CON 125.8

TOWER 119.075 (1200–0000Z‡) **GND CON** 121.625

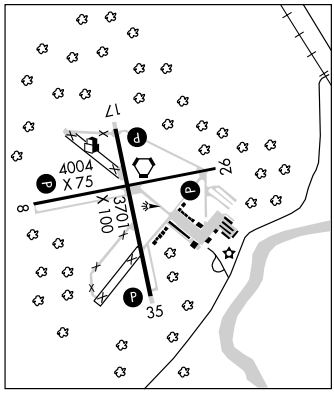
CLNC DEL 121.625

AIRSPACE: CLASS D svc 1200–0000Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

(H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ at fld. 19/00E.

ASR



PAGE FLD (See FT MYERS)

PAHOKEE N26°46.96′ W80°41.49′ NOTAM FILE MIA. **MIAMI**

(H) VORTAC 115.4 PHK Chan 101 at Palm Beach Co Glades. 20/00. **HIWAS.** **H–8I, L–23C**

RCO 122.35 122.1R 115.4T (MIAMI RADIO)

PAHOKEE

PALM BEACH CO GLADES (PHK) 3 SW UTC−5(−4DT) N26°47.10′ W80°41.60′ **MIAMI**

16 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **L–23C**

RWY 17–35: H4116X75 (ASPH) S–20 MIRL **IAP**

RWY 17: VASI(V2L)—GA 2.75° TCH 20′. Thld dsplcd 100′. P-line.

RWY 35: VASI(V2L)—GA 2.5° TCH 20′. Thld dsplcd 50′. Fence.

AIRPORT REMARKS: Attended 1300–2300Z‡. Parachute Jumping. Birds on and invof arpt. MIRL Rwy 17–35 preset on medium ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: HIWAS 115.4 PHK.

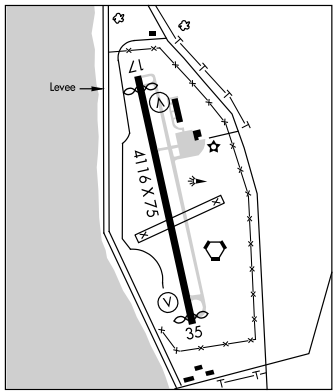
COMMUNICATIONS: CTAF/UNICOM 122.8

PAHOKEE RCO 122.35 122.1R 115.4T (MIAMI RADIO)

Ⓡ **PALM BEACH APP/DEP CON** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ at fld. 16/00E. **HIWAS.**



APP CRS		
081°	Rwy Idg	4004
	TDZE	28
	Apt Elev	28

GPS RWY 8

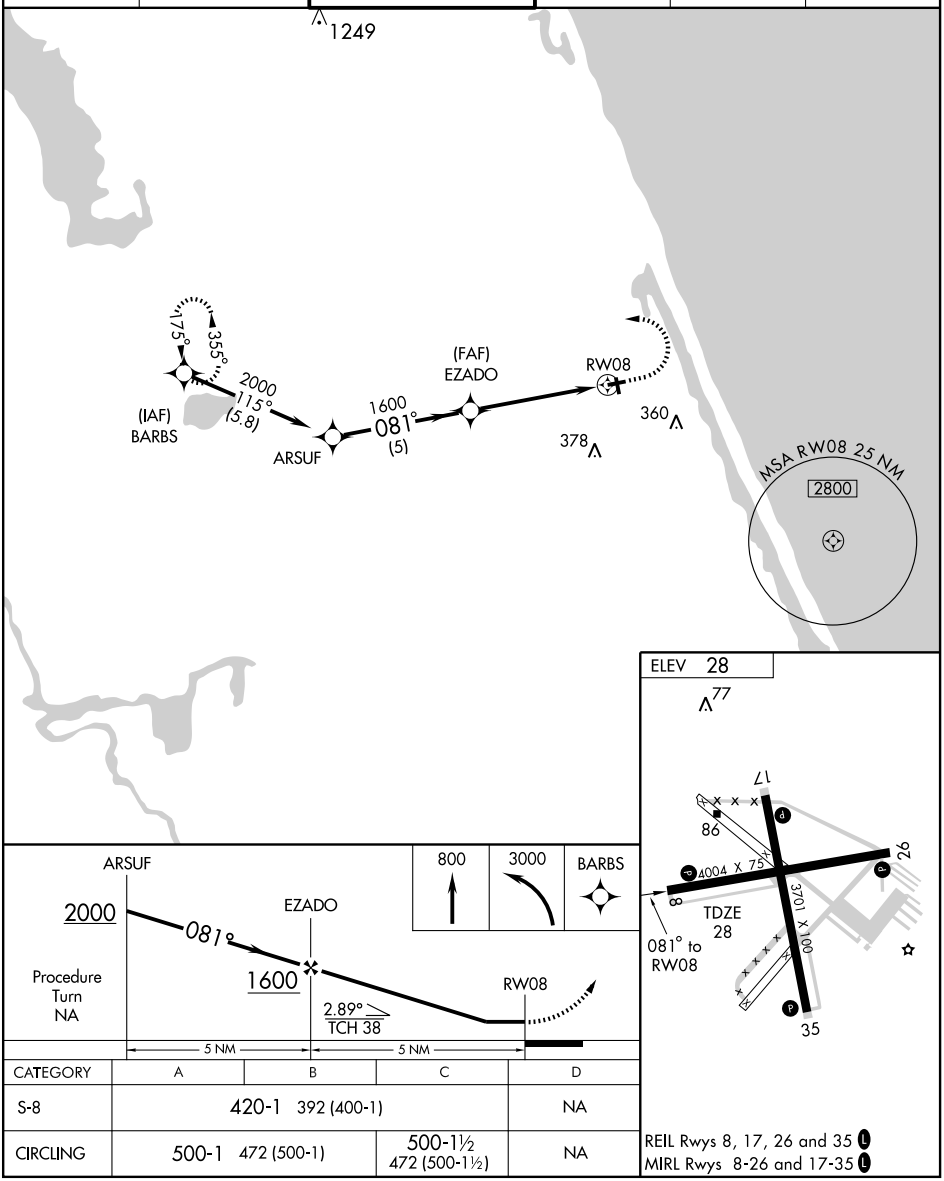
ORMOND BEACH MUNI (OMN)

NA
ASR

Use Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BARBS WP and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05



CATEGORY	A	B	C	D
S-8	420-1 392 (400-1)			NA
CIRCLING	500-1 472 (500-1)		500-1½ 472 (500-1½)	NA

REIL Rwys 8, 17, 26 and 35 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OMN	APP CRS	Rwy Idg	3701
112.6	162°	TDZE	27
Chan 73		Apt Elev	28

VOR or GPS RWY 17

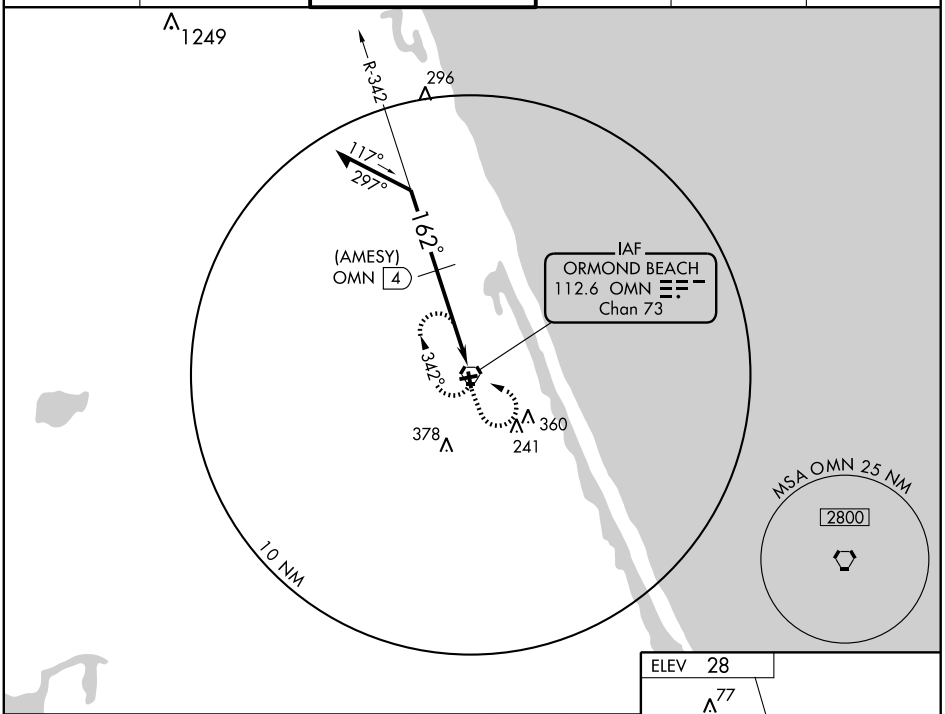
ORMOND BEACH MUNI (OMN)

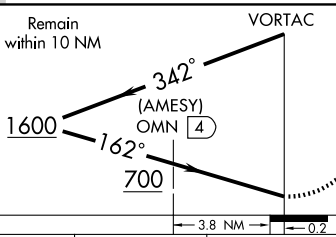
NA
ASR

Use Daytona Beach altimeter setting.

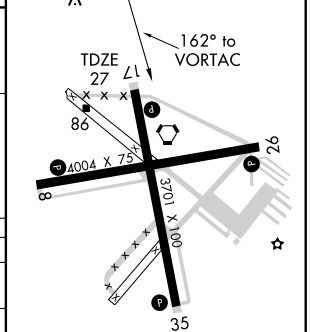
MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct OMN VORTAC and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05





1000	1600	OMN 112.6



CATEGORY	A	B	C	D
S-17	700-1	673 (700-1)	700-2 673 (700-2)	NA
CIRCLING	700-1	672 (700-1)	700-2 672 (700-2)	NA
DME MINIMUMS				
S-17	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	NA
CIRCLING	500-1	472 (500-1)	500-1½ 472 (500-1½)	NA

REIL Rwys 8, 17, 26, and 35 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ORMOND BEACH N29°18.20′ W81°06.76′ NOTAM FILE OMN **JACKSONVILLE**

(H) VORTAC 112.6 OMN Chan 73 at Ormond Beach Muni. 19/00E. NOTAM FILE PIE. **H–8H, L–21D, 24G**

VOR portion unusable 147°–155 byd 12 NM blo 2000′; useable 147°–155° byd 25 NM blo 3000′; useable 243°–253° byd 35 NM blo 3000′.

RCO 122.1R 112.6T (ST PETERSBURG RADIO)

RCO 122.4 (ST PETERSBURG RADIO)

ORMOND BEACH MUNI (OMN) 3 NW UTC−5(−4DT) N29°18.03′ W81°06.82′ **JACKSONVILLE**

29 B S4 **FUEL** 100LL, JET A TPA—1029(1000) NOTAM FILE PIE **L–21D, 24G**

RWY 08–26: H4004X75 (ASPH) S–30, D–40 MIRL **IAP, AD**

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 17–35: H3701X100 (ASPH) S–30, D–40 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. Rgt tfc.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.

AIRPORT REMARKS: Attended 1200–0000Z‡. Line of sight obstructed btn Rwys 08–26, 17–35. Twy C clsd indef. Portions of twy cracking with grass growing through. Noise abatement procedures in effect ctc arpt mgr at 386–615–7019 for details. ACTIVATE MIRL Rwys 08–26 and 17–35 and PAPI Rwy 08, Rwy 26, Rwy 17 and Rwy 35, REIL Rwy 08, Rwy 17, Rwy 26, Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (386) 615–7084.

COMMUNICATIONS: CTAF 119.075 **ATIS** 118.475 **UNICOM** 123.05

RCO 122.1R 112.6T (ST PETERSBURG RADIO)

RCO 122.4 (ST PETERSBURG RADIO)

DAYTONA APP/DEP CON 125.8

TOWER 119.075 (1200–0000Z‡) **GND CON** 121.625

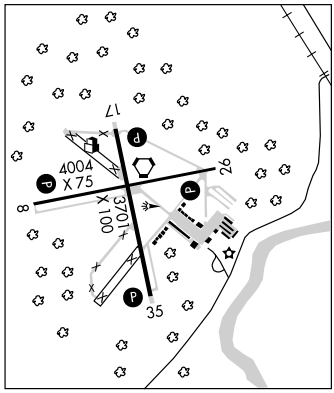
CLNC DEL 121.625

AIRSPACE: CLASS D svc 1200–0000Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.

(H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ at fld. 19/00E.

ASR



PAGE FLD (See FT MYERS)

PAHOKEE N26°46.96′ W80°41.49′ NOTAM FILE MIA. **MIAMI**

(H) VORTAC 115.4 PHK Chan 101 at Palm Beach Co Glades. 20/00. **HIWAS.** **H–8I, L–23C**

RCO 122.35 122.1R 115.4T (MIAMI RADIO)

PAHOKEE

PALM BEACH CO GLADES (PHK) 3 SW UTC−5(−4DT) N26°47.10′ W80°41.60′ **MIAMI**

16 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **L–23C**

RWY 17–35: H4116X75 (ASPH) S–20 MIRL **IAP**

RWY 17: VASI(V2L)—GA 2.75° TCH 20′. Thld dsplcd 100′. P-line.

RWY 35: VASI(V2L)—GA 2.5° TCH 20′. Thld dsplcd 50′. Fence.

AIRPORT REMARKS: Attended 1300–2300Z‡. Parachute Jumping. Birds on and invof arpt. MIRL Rwy 17–35 preset on medium ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: HIWAS 115.4 PHK.

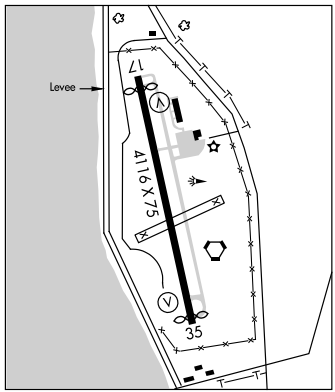
COMMUNICATIONS: CTAF/UNICOM 122.8

PAHOKEE RCO 122.35 122.1R 115.4T (MIAMI RADIO)

Ⓡ **PALM BEACH APP/DEP CON** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.

PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ at fld. 16/00E. **HIWAS.**



WAAS	APP CRS	Rwy Idg	4016
CH 53408	176°	TDZE	16
W17A		Apt Elev	16

RNAV (GPS) RWY 17

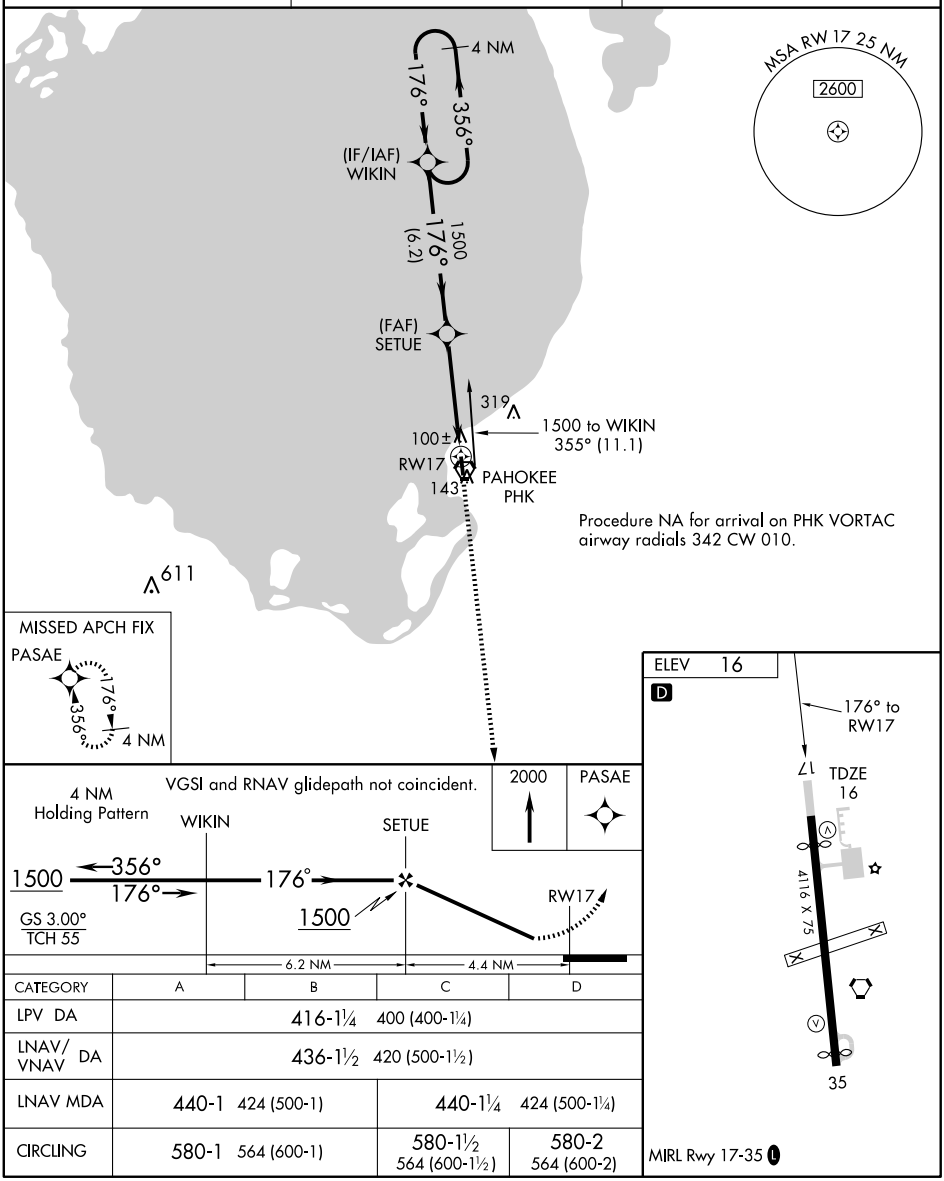
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

T A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PASAE and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	416-1¼ 400 (400-1¼)			
LNAV/VNAV DA	436-1½ 420 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4069
CH 56408	356°	TDZE	16
W35A		Apt Elev	16

RNAV (GPS) RWY 35

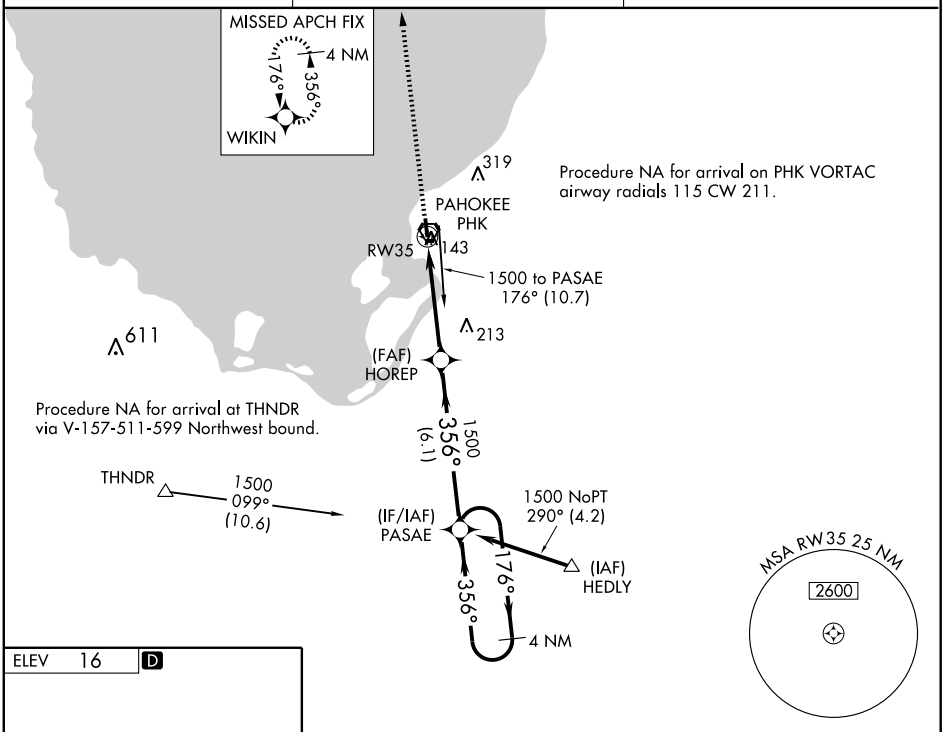
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

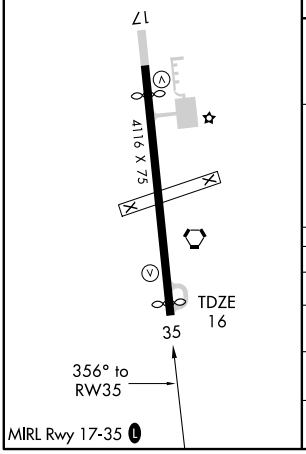
T
NA

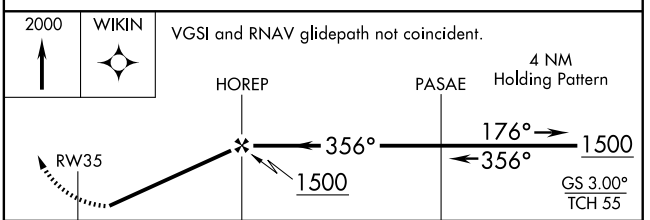
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	534-1¾ 518 (600-1¾)			
LNAV/VNAV DA	519-1¾ 503 (600-1¾)			
LNAV MDA	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC PHK 115.4 Chan 101	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 16

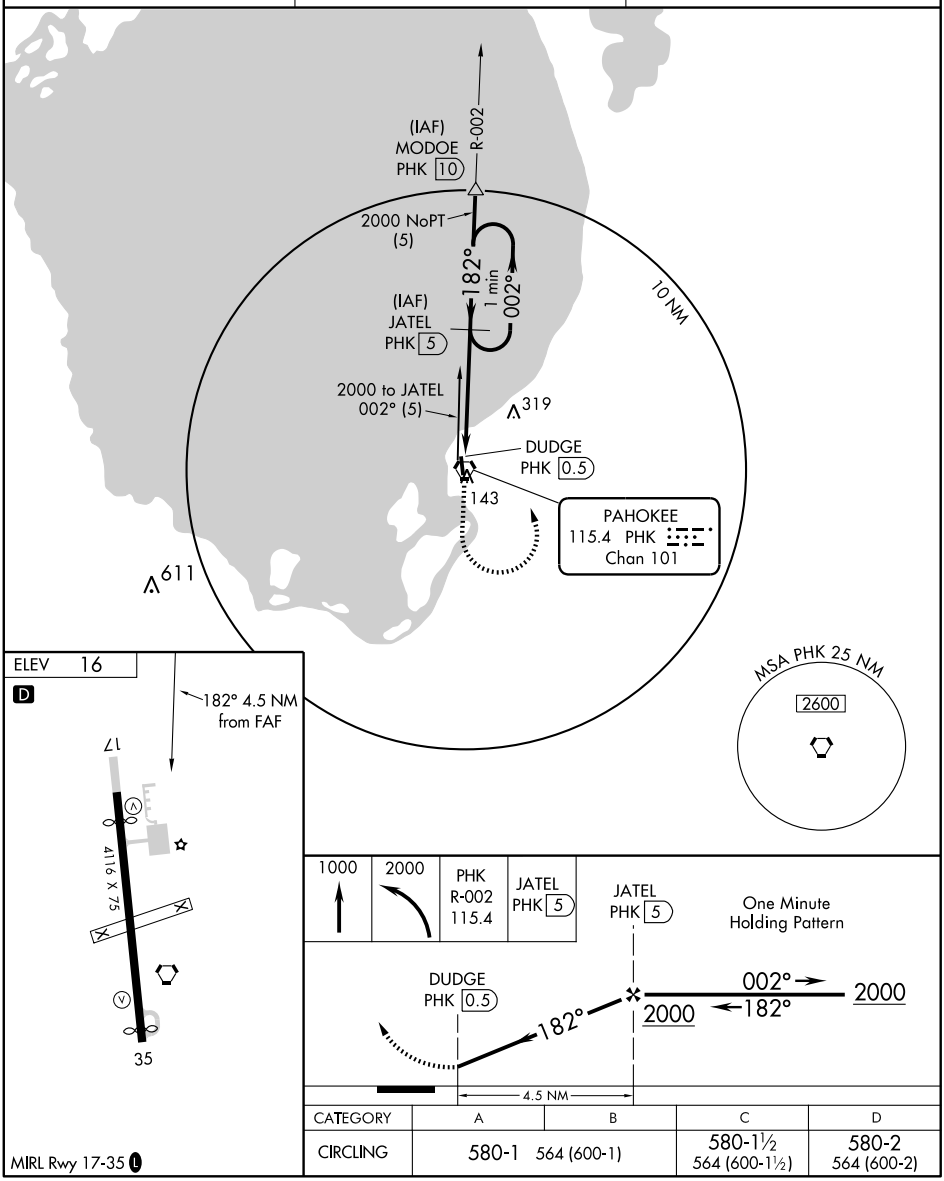
VOR/DME-A

PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

NA — Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via PHK R-002 to JATEL/5 DME and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L



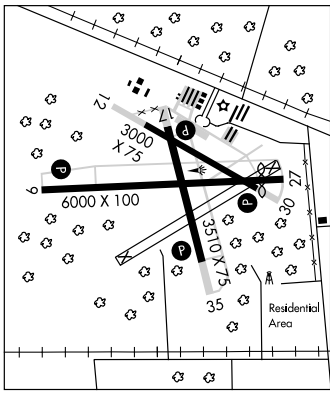
CATEGORY	A	B	C	D
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

MIRL Rwy 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

PALATKA MUNI–LT. KAY LARKIN FLD (28J) 2 NW UTC−5(−4DT) N29°39.50′ W81°41.37′ **JACKSONVILLE**
48 B S3 **FUEL** 100LL, JET A TPA—1048(1000) NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 09–27: H6000X100 (ASPH) S–21, D–60 MIRL **IAP**
RWY 09: PAPI(P4L)–GA 3.0° TCH 30′. Tree.
RWY 27: PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 449′. Tree.
RWY 17–35: H3510X75 (ASPH) S–31, D–60 MIRL 0.5% up S
RWY 17: PAPI(P2L)–GA 3.0° TCH 27′. Tree.
RWY 35: PAPI(P2L)–GA 3.45° TCH 35′. Trees.
RWY 12–30: H3000X75 (ASPH) S–10
RWY 12: Tree. **RWY 30:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. Self serve AVGAS, JET A (PRIST) avbl 24 hrs with credit card. Parachute Jumping. Wildlife on and invof arpt. Rwy 17–35 restricted to acft 12,500 lbs gross weight or less. Rwy 12–30 cracking with grass growth. Preferential Rwy 09 conditions permitting. ACTIVATE MIRL Rwy 09–27, Rwy 17–35 and PAPI Rwy 09, Rwy 27 and Rwy 17, Rwy 35—CTAF. PAPI lgt operate continuously.
WEATHER DATA SOURCES: AWOS–3 119.92 (386) 312–2212.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 118.175 (6000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 098° 30.6 NM to fld. 128/04W. **HIWAS.**
NDB (MHW) 243 IAK N29°39.17′ W81°48.70′ 090° 6.4 NM to fld. NDB unmonitored 0000–1300Z‡.



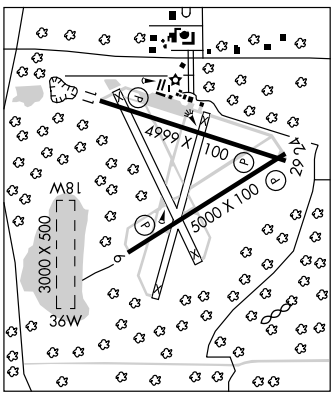
PALM BEACH CO GLADES (See PAHOKEE)

PALM BEACH CO PARK (See WEST PALM BEACH)

PALM BEACH INTL (See WEST PALM BEACH)

PALM COAST

FLAGLER CO (XFL) 3 E UTC−5(−4DT) N29°28.04′ W81°12.38′ **JACKSONVILLE**
33 B S4 **FUEL** 100LL, JET A TPA—1033(1000) NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 06–24: H5000X100 (ASPH) S–60 MIRL **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 24: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 11–29: H4999X100 (ASPH) S–60 MIRL
RWY 11: PAPI(P2L)–GA 3.0° TCH 40′. Trees.
RWY 29: PAPI(P2L)–GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. For fuel after hrs call 386–437–0401, 24 hrs in advance. Caution: Occasional ultralight and gyro–copter activity center and south of arpt. Twy D south of Twy E clsd indef. Twy C south of Rwy 06–24 clsd indef. Noise abatement procedures in effect, ctc arpt manager for details at 386–437–0401. Noise sensitive area northwest quadrant. All acft must come to full stop and use arpt taxi pattern.
WEATHER DATA SOURCES: AWOS–3 128.325 (386) 437–7334.
COMMUNICATIONS: CTAF 118.95 **ATIS** 128.325 **UNICOM** 123.0
Ⓡ **DAYTONA APP/DEP CON** 125.8
TOWER 118.95 (1200–0200Z‡) **GND CON** 121.75 **CLNC DEL** 118.95
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 333° 11 NM to fld. 19/00E.



• • • •

NDB IAK	APP CRS	Rwy Idg	6000
243	092°	TDZE	34
		Apt Elev	48

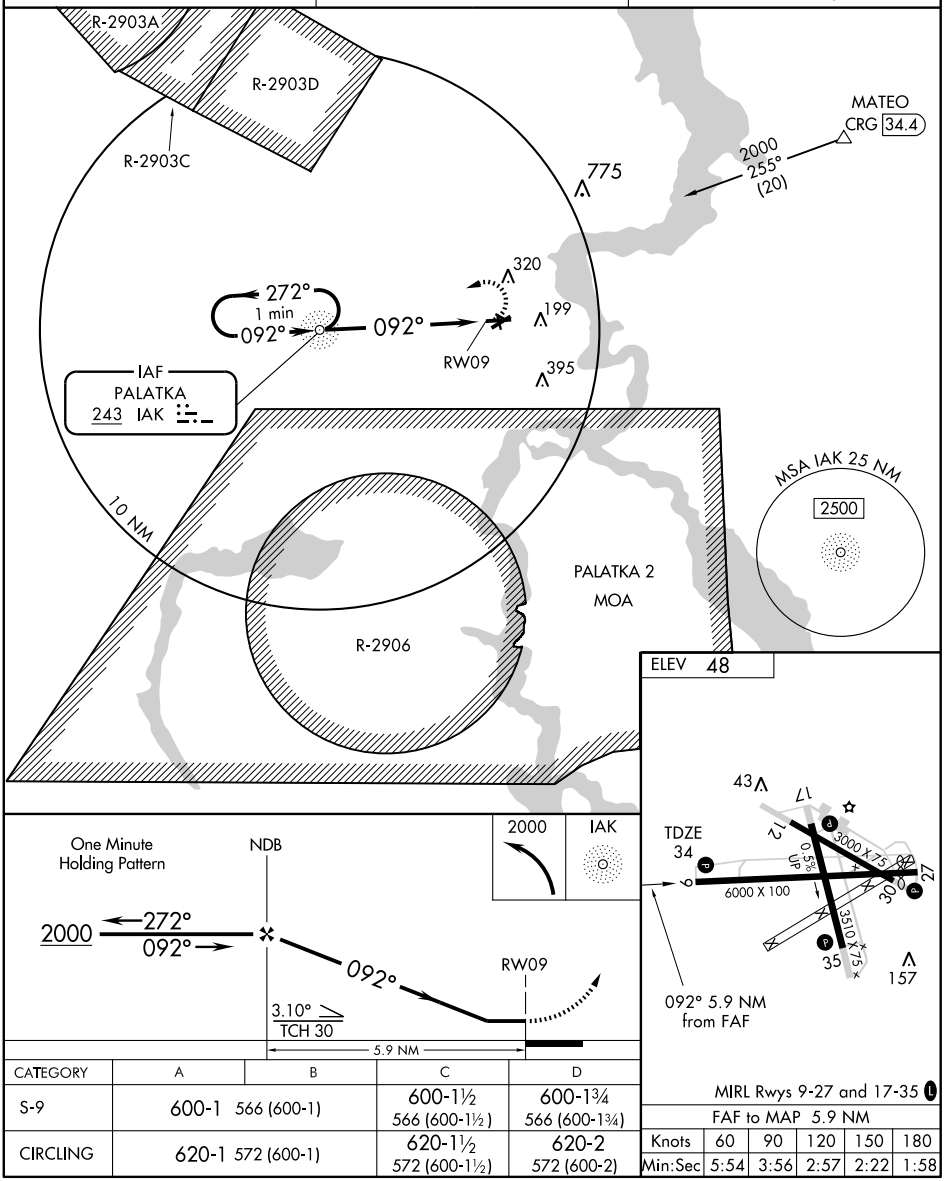
NDB RWY 9

PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase all MDA 80 feet; increase S-9 Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct IAK NDB and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	600-1 566 (600-1)		600-1½ 566 (600-1½)	600-1¾ 566 (600-1¾)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

MIRL Rwys 9-27 and 17-35 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6000
CH 53320	092°	TDZE	34
W09A		Apt Elev	48

RNAV (GPS) RWY 9

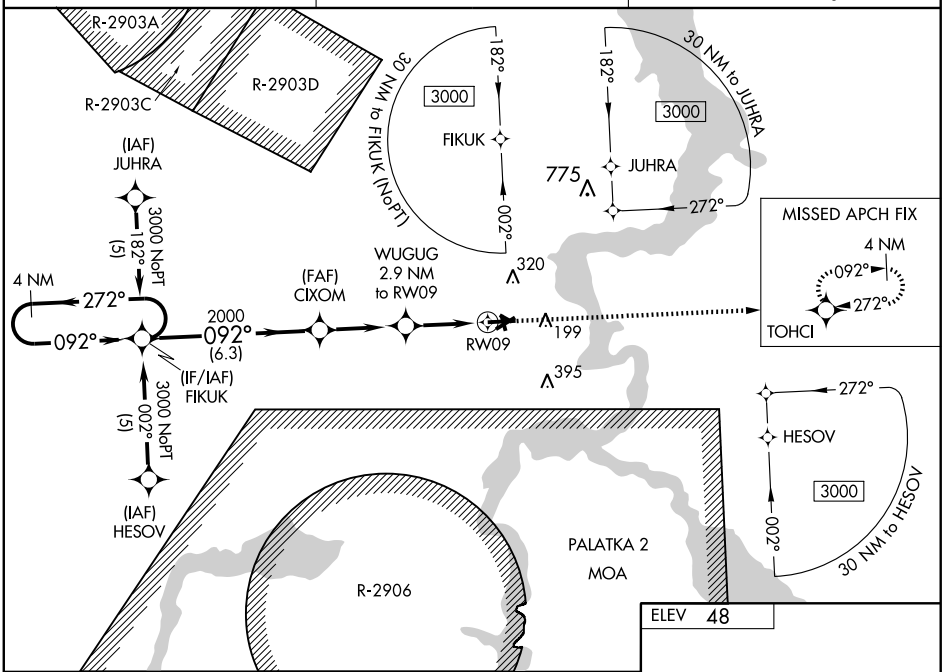
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

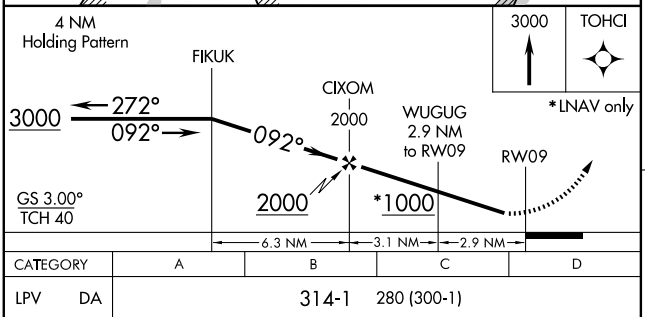
T
NA

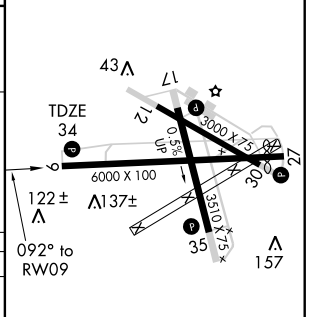
Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 379, LNAV/VNAV DA all Cats to 457, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct TOHCI and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	314-1	280 (300-1)		
LNAV/VNAV DA	392-1¼	358 (400-1¼)		
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5551
CH 99320	272°	TDZE	34
W27A		Apt Elev	48

RNAV (GPS) RWY 27

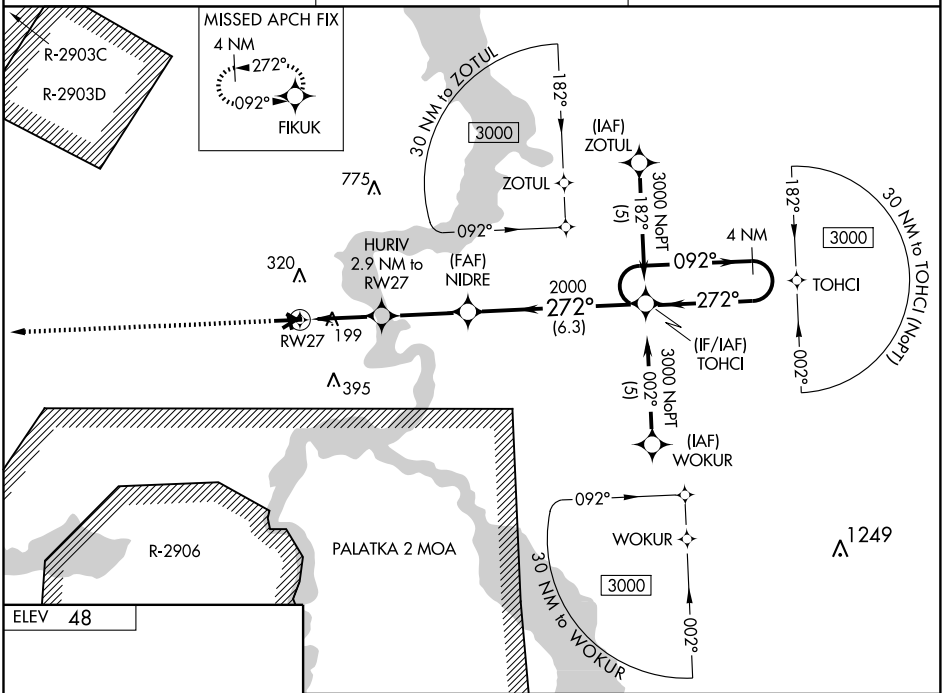
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

T
A NA

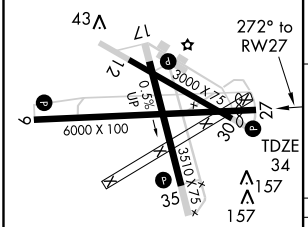
Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 419, LNAV/VNAV DA all Cats to 557, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIKUK and hold.

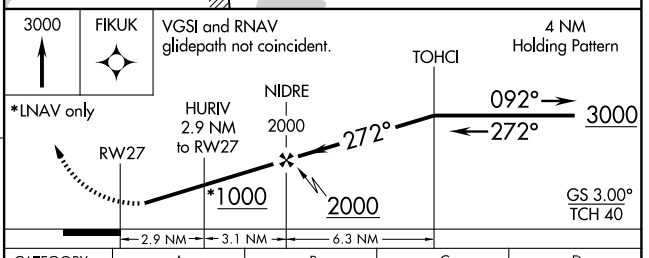
AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	118.175 338.25	122.8 (CTAF) L



ELEV 48



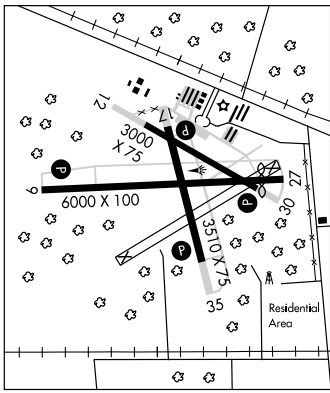
MIRL Rwys 9-27 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	354-1¼	320 (400-1¼)		
LNAV/VNAV DA	512-1¾	478 (500-1¾)		
LNAV MDA	460-1 426 (500-1)		460-1¼ 426 (500-1¼)	460-1¼ 426 (500-1¼)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

PALATKA MUNI–LT. KAY LARKIN FLD (28J) 2 NW UTC−5(−4DT) N29°39.50′ W81°41.37′ **JACKSONVILLE**
48 B S3 **FUEL** 100LL, JET A TPA—1048(1000) NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 09–27: H6000X100 (ASPH) S–21, D–60 MIRL **IAP**
RWY 09: PAPI(P4L)–GA 3.0° TCH 30′. Tree.
RWY 27: PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 449′. Tree.
RWY 17–35: H3510X75 (ASPH) S–31, D–60 MIRL 0.5% up S
RWY 17: PAPI(P2L)–GA 3.0° TCH 27′. Tree.
RWY 35: PAPI(P2L)–GA 3.45° TCH 35′. Trees.
RWY 12–30: H3000X75 (ASPH) S–10
RWY 12: Tree. **RWY 30:** Tree.
AIRPORT REMARKS: Attended 1300–0000Z‡. Self serve AVGAS, JET A (PRIST) avbl 24 hrs with credit card. Parachute Jumping. Wildlife on and invof arpt. Rwy 17–35 restricted to acft 12,500 lbs gross weight or less. Rwy 12–30 cracking with grass growth. Preferential Rwy 09 conditions permitting. ACTIVATE MIRL Rwy 09–27, Rwy 17–35 and PAPI Rwy 09, Rwy 27 and Rwy 17, Rwy 35—CTAF. PAPI lgt operate continuously.
WEATHER DATA SOURCES: AWOS–3 119.92 (386) 312–2212.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 118.175 (6000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 098° 30.6 NM to fld. 128/04W. **HIWAS.**
NDB (MHW) 243 IAK N29°39.17′ W81°48.70′ 090° 6.4 NM to fld. NDB unmonitored 0000–1300Z‡.



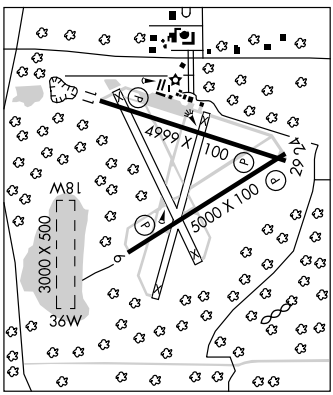
PALM BEACH CO GLADES (See PAHOKEE)

PALM BEACH CO PARK (See WEST PALM BEACH)

PALM BEACH INTL (See WEST PALM BEACH)

PALM COAST

FLAGLER CO (XFL) 3 E UTC−5(−4DT) N29°28.04′ W81°12.38′ **JACKSONVILLE**
33 B S4 **FUEL** 100LL, JET A TPA—1033(1000) NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 06–24: H5000X100 (ASPH) S–60 MIRL **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 24: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 11–29: H4999X100 (ASPH) S–60 MIRL
RWY 11: PAPI(P2L)–GA 3.0° TCH 40′. Trees.
RWY 29: PAPI(P2L)–GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. For fuel after hrs call 386–437–0401, 24 hrs in advance. Caution: Occasional ultralight and gyro–copter activity center and south of arpt. Twy D south of Twy E clsd indef. Twy C south of Rwy 06–24 clsd indef. Noise abatement procedures in effect, ctc arpt manager for details at 386–437–0401. Noise sensitive area northwest quadrant. All acft must come to full stop and use arpt taxi pattern.
WEATHER DATA SOURCES: AWOS–3 128.325 (386) 437–7334.
COMMUNICATIONS: CTAF 118.95 **ATIS** 128.325 **UNICOM** 123.0
Ⓡ **DAYTONA APP/DEP CON** 125.8
TOWER 118.95 (1200–0200Z‡) **GND CON** 121.75 **CLNC DEL** 118.95
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (H) VORTAC 112.6 OMN Chan 73 N29°18.20′ W81°06.76′ 333° 11 NM to fld. 19/00E.



• • • •

WAAS CH 49209 W06A	APP CRS 060°	Rwy Idg 5000 TDZE 32 Apt Elev 33

RNAV (GPS) RWY 6

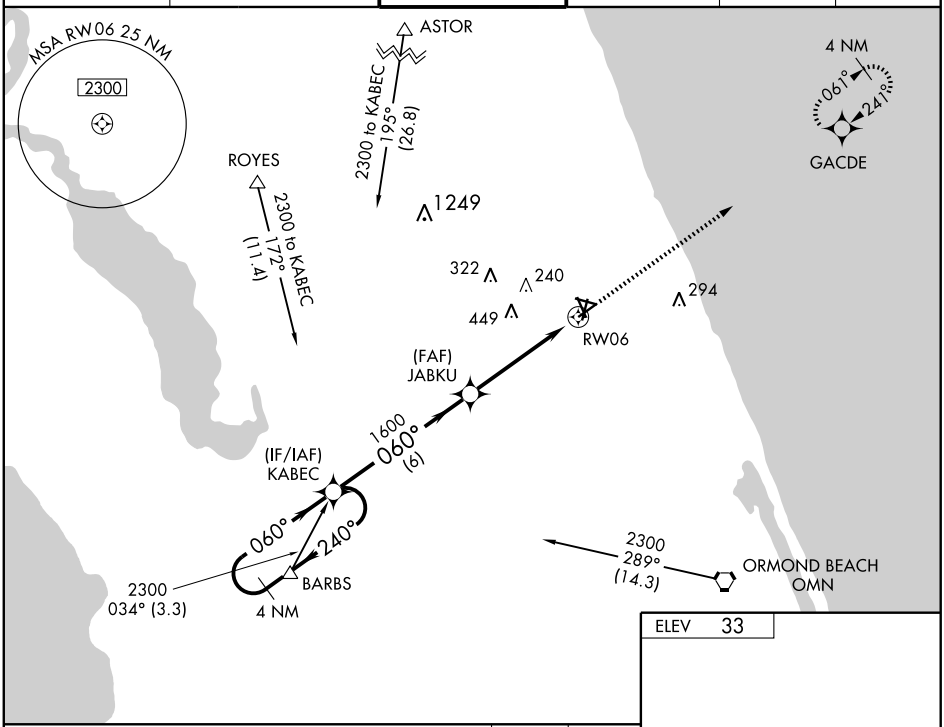
PALM COAST / FLAGLER COUNTY (XFL)

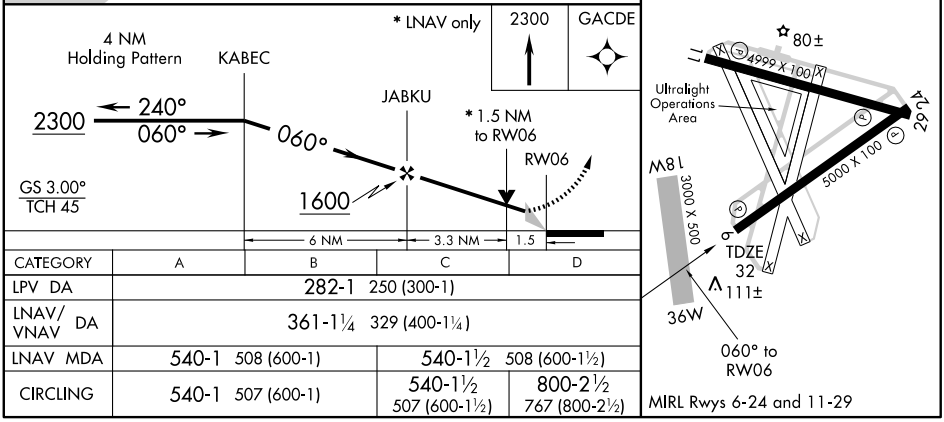
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Daytona Beach altimeter setting.

MISSED APPROACH: Climb to 2300 direct GACDE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





CATEGORY	A	B	C	D
LPV DA	282-1 250 (300-1)			
LNAV/VNAV DA	361-1¼ 329 (400-1¼)			
LNAV MDA	540-1 508 (600-1)		540-1½ 508 (600-1½)	
CIRCLING	540-1 507 (600-1)		540-1½ 507 (600-1½)	800-2½ 767 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 66009 W11A	APP CRS 112°	Rwy Idg 4999 TDZE 33 Apt Elev 33

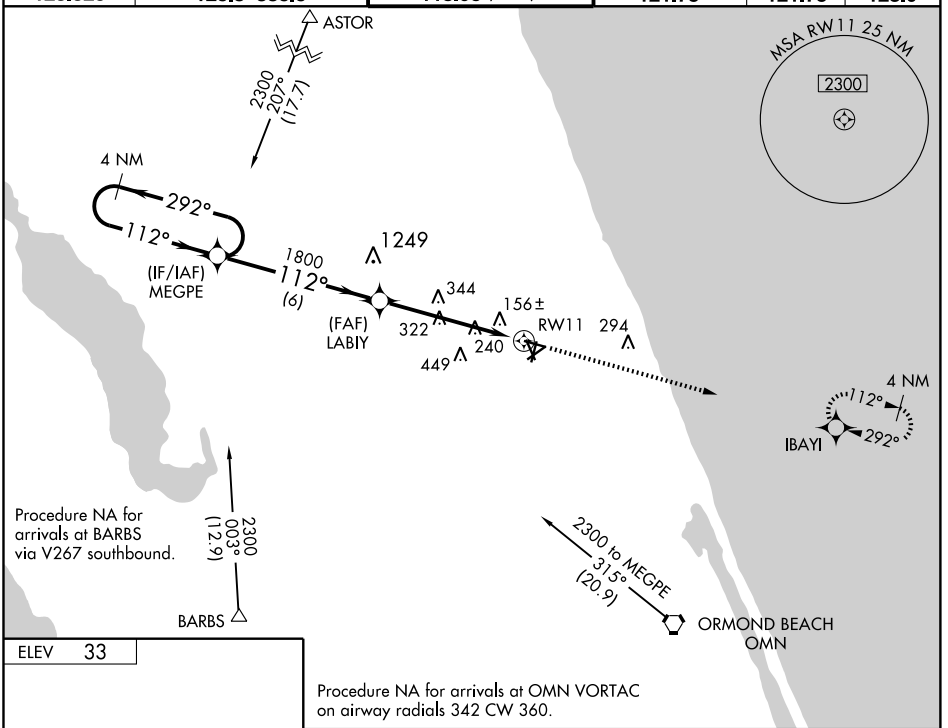
RNAV (GPS) RWY 11

PALM COAST / FLAGLER COUNTY (XFL)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Daytona Beach altimeter setting.

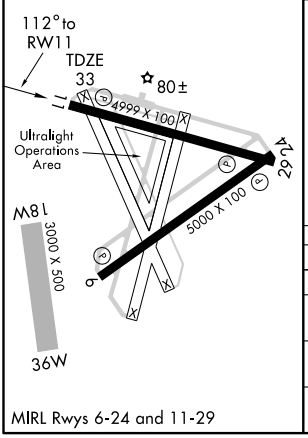
MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0

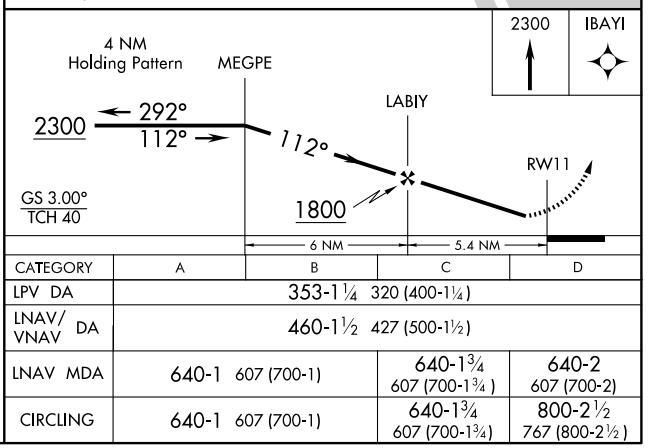


SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



Procedure NA for arrivals at OMN VORTAC on airway radials 342 CW 360.



CATEGORY	A	B	C	D
LPV DA	353-1¼ 320 (400-1¼)			
LNAV/VNAV DA	460-1½ 427 (500-1½)			
LNAV MDA	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	640-2 607 (700-2)
CIRCLING	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	800-2½ 767 (800-2½)

APP CRS	Rwy Idg	5000
241°	TDZE	32
	Apt Elev	33

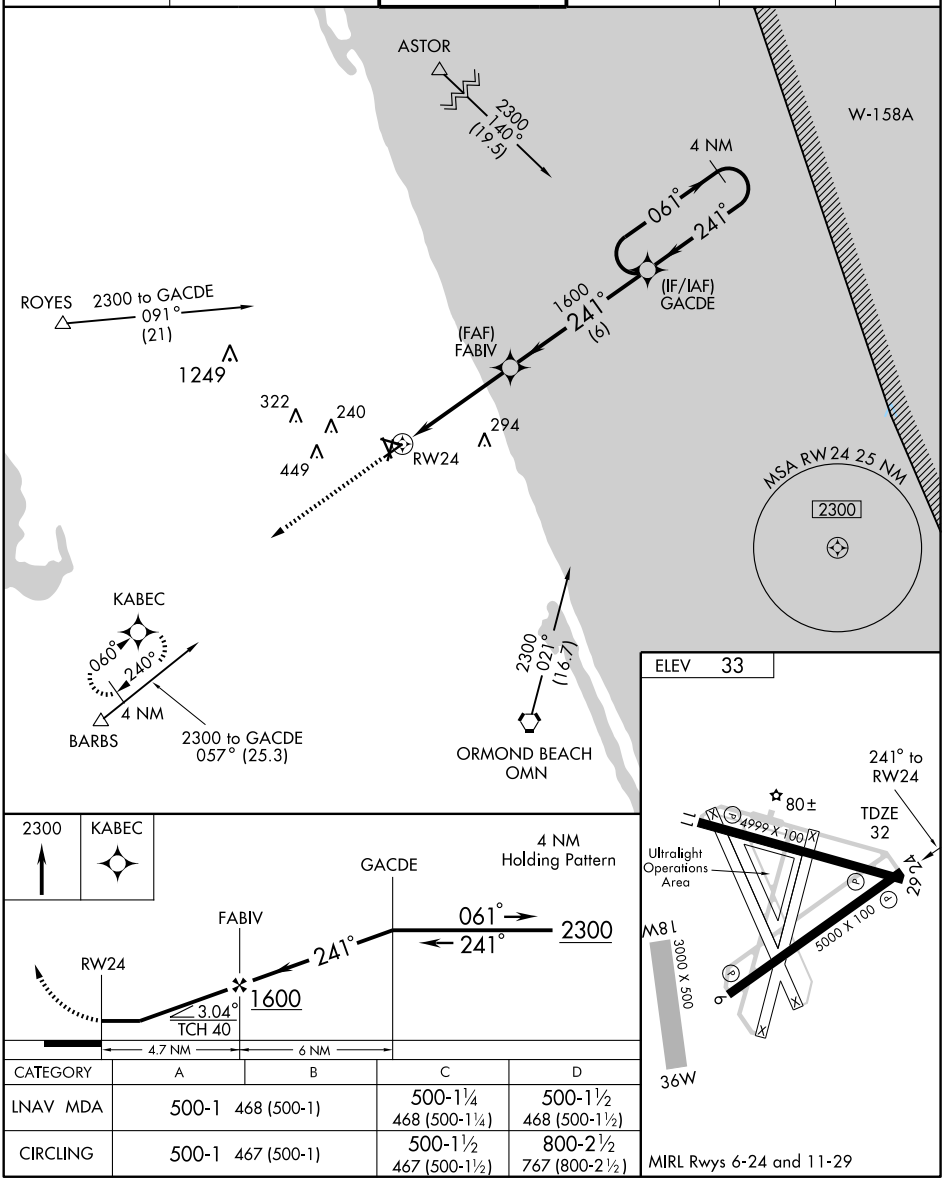
RNAV (GPS) RWY 24

PALM COAST / FLAGLER COUNTY (XFL)

If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0



CATEGORY	A	B	C	D
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	800-2½ 767 (800-2½)

MIRL Rwys 6-24 and 11-29

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4999
292°	TDZE	33
	Apt Elev	33

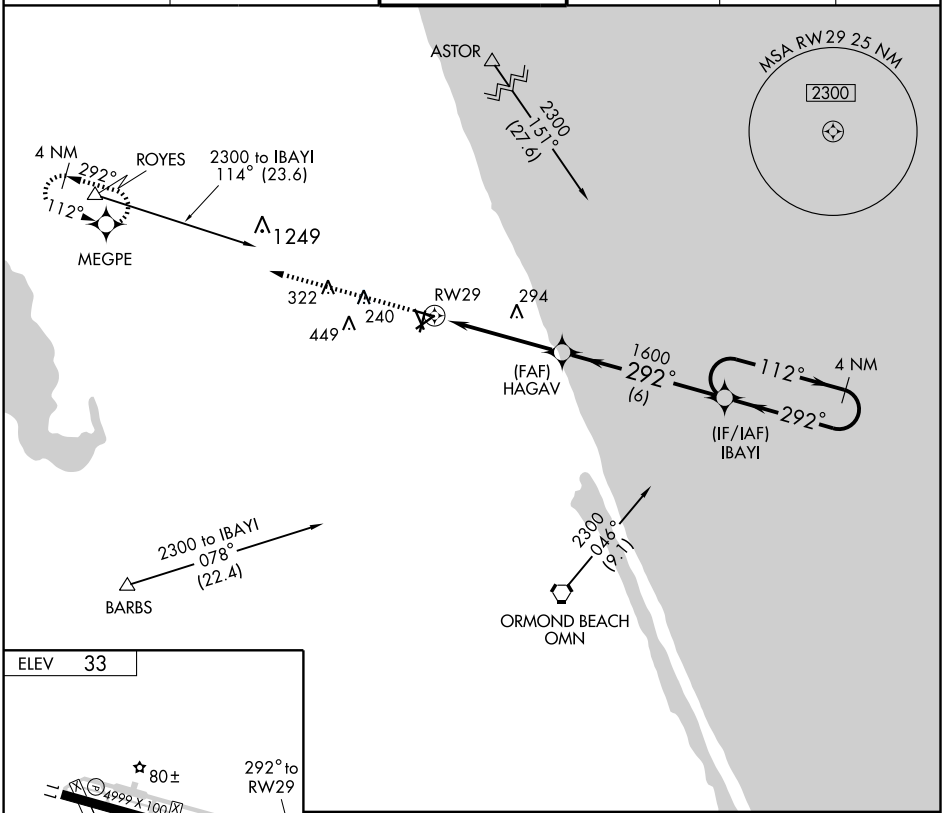
RNAV (GPS) RWY 29

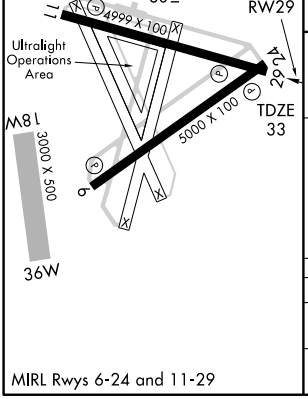
PALM COAST / FLAGLER COUNTY (XFL)

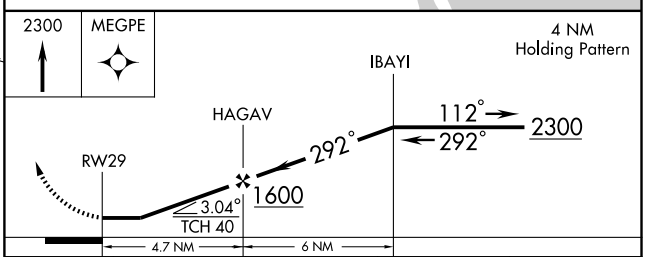
If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0







CATEGORY	A	B	C	D
LNAV MDA	560-1 527 (600-1)		560-1½ 527 (600-1½)	560-1¾ 527 (600-1¾)
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC OMN 112.6 Chan 73	APP CRS 334°	Rwy Idg N/A TDZE N/A Apt Elev 33

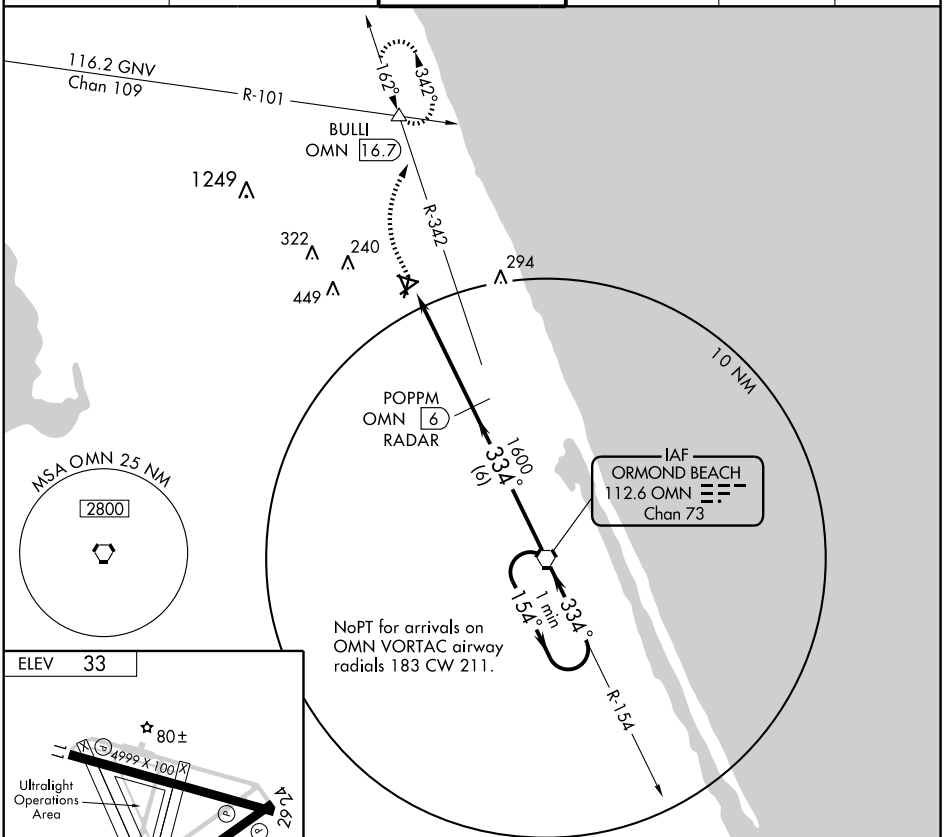
VOR-A

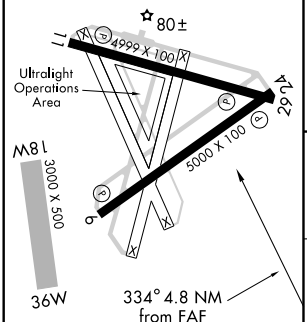
PALM COAST / FLAGLER COUNTY (XFL)

T NA — If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 via OMN R-342 to BULLI Int and hold.

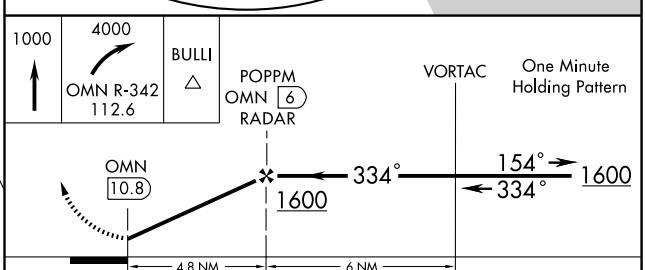
ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





MIRL Rwys 6-24 and 11-29

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

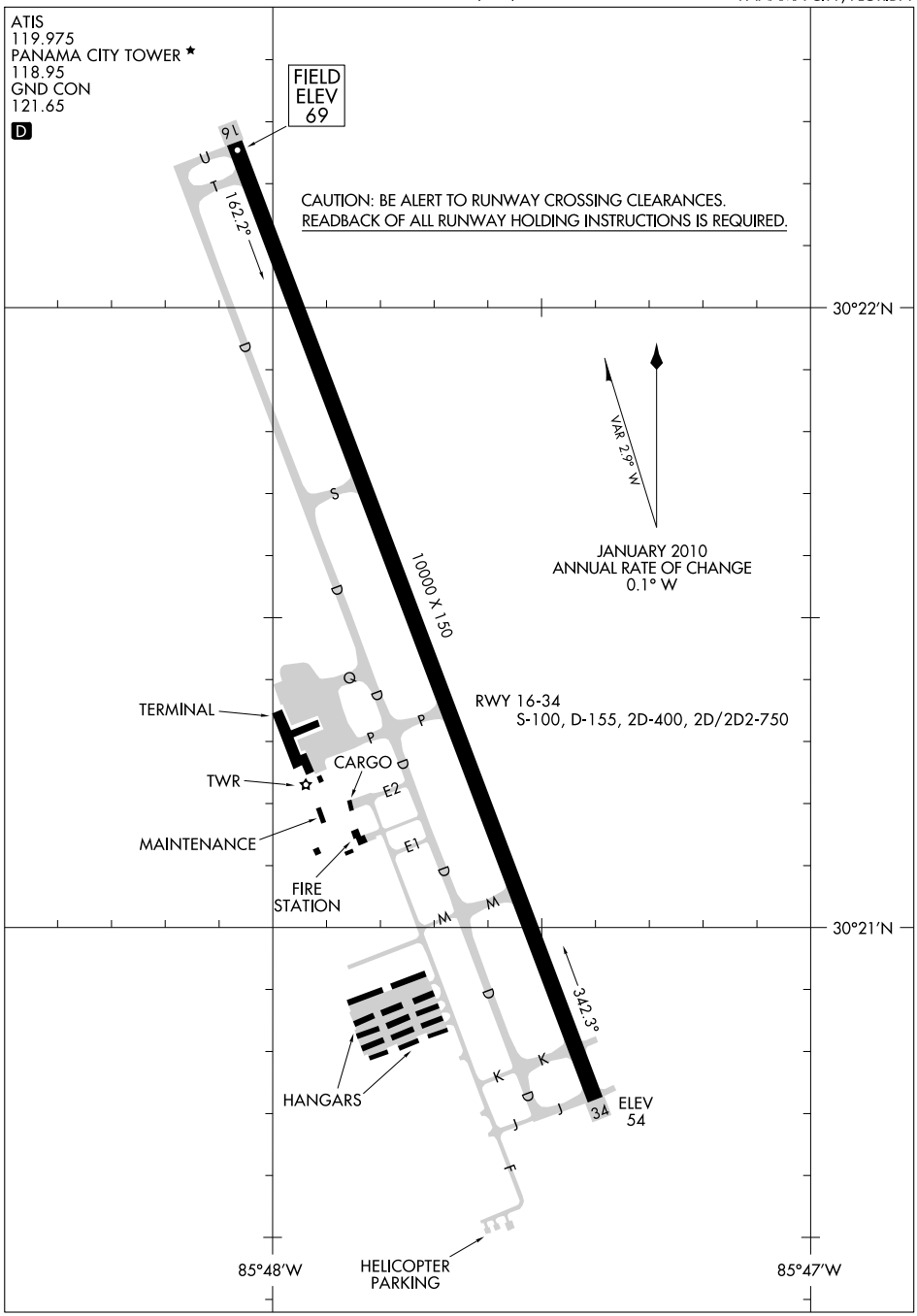


CATEGORY	A	B	C	D
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PANAMA CITY/NORTHWEST FLORIDA - PANAMA CITY INTL (ECP)
AL-10416 (FAA)
PANAMA CITY, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

PANAMA CITY, FLORIDA
PANAMA CITY/NORTHWEST FLORIDA - PANAMA CITY INTL (ECP)

10210

PALMETTO

AIRPORT MANATEE (48X) 7 NE UTC−5(−4DT) N27°38.55′ W82°31.21′ MIAMI

27 S2 NOTAM FILE PIE

RWY 07–25: 3405X100 (TURF) LIRL

RWY 07: Brush. Rgt tfc. **RWY 25:** Brush.

AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat 1400–1700Z‡. Rwy 07–25 first 500′ E end soft after rains. Rwy 07–25 thlds marked by one green lgt and four buckets on each side of rwy.

COMMUNICATIONS: CTAF 122.9

PANACEA

WAKULLA CO (2JØ) 3 S UTC−5(−4DT) N29°59.37′ W84°23.72′ JACKSONVILLE

11 B NOTAM FILE GNV

RWY 18–36: 2590X70 (TURF) LIRL

RWY 18: Thld dsplcd 200′. Road. **RWY 36:** Thld dsplcd 375′. Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Ground access by prior request 850–984–0590. +50′ trees both sides of rwy 100′ from centerline in transitional surface. Rwy 18–36 length and width and dsplcd thlds marked with white tires. Rwy 18–36 north 500′ soft turf. ACTIVATE LIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

PANAMA CITY

NORTHWEST FLORIDA–PANAMA CITY INTL (ECP) 16 NW UTC−6(−5DT) NEW ORLEANS

N30°21.49′ W85°47.74′ H–8G, L–21C, 22I

69 B Class I, ARFF Index B NOTAM FILE ECP Not insp. IAP, AD

RWY 16–34: H10000X150 (CONC–GRVD) S–100, D–155, 2D–400, 2D/2D2–750 HIRL CL

RWY 16: MALSR. TDZL. PAPI(P4L)—GA 2.83° TCH 66′.

RWY 34: REIL. PAPI(P4L)—GA 2.83° TCH 73′.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 16: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

RWY 34: TORA–10000 TODA–10000 ASDA–10000 LDA–10000

AIRPORT REMARKS: Attended continuously. All military VIP arr/dep shall be at arpt terminal with prior approval from arpt authority at (850)763–6751 x206.

WEATHER DATA SOURCES: ASOS 119.975 (850) 235–7857. LAWRS.

COMMUNICATIONS: CTAF 118.95 **ATIS** 119.975

Ⓡ **TYNDALL APP/DEP CON** 124.15 (South abv 5000′) 125.2 (North abv 5000′)

JAX CENTER APP/DEP CON 119.1

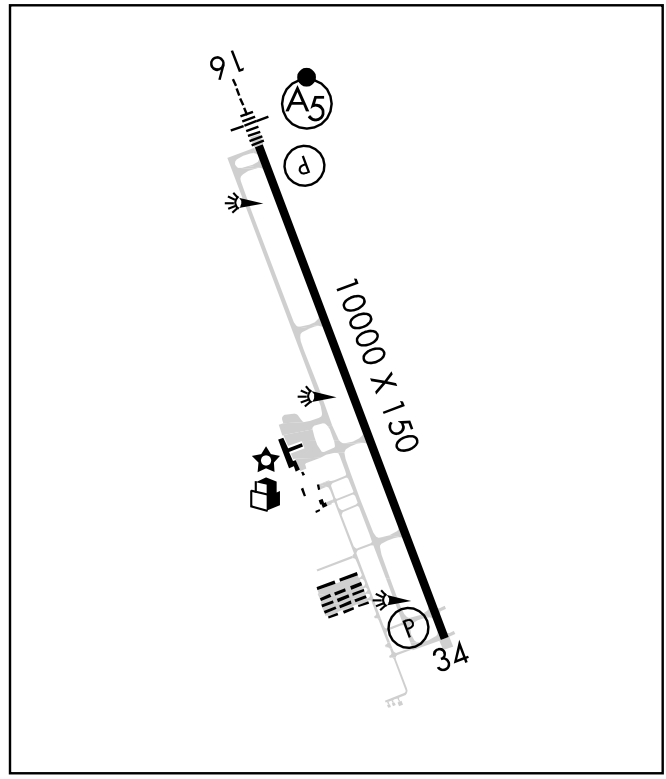
TOWER 118.95 (1200–0400Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ECP.

(L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 325° 10.4 NM to fld. 10/0W.

ILS/DME 111.15 I–PUK Chan 48(Y) Rwy 16.



LOC/DME I-PUK	APP CRS	Rwy Idg	10000
111.15	162°	TDZE	69
Chan 48 (Y)		Apt Elev	69

ILS or LOC/DME RWY 16

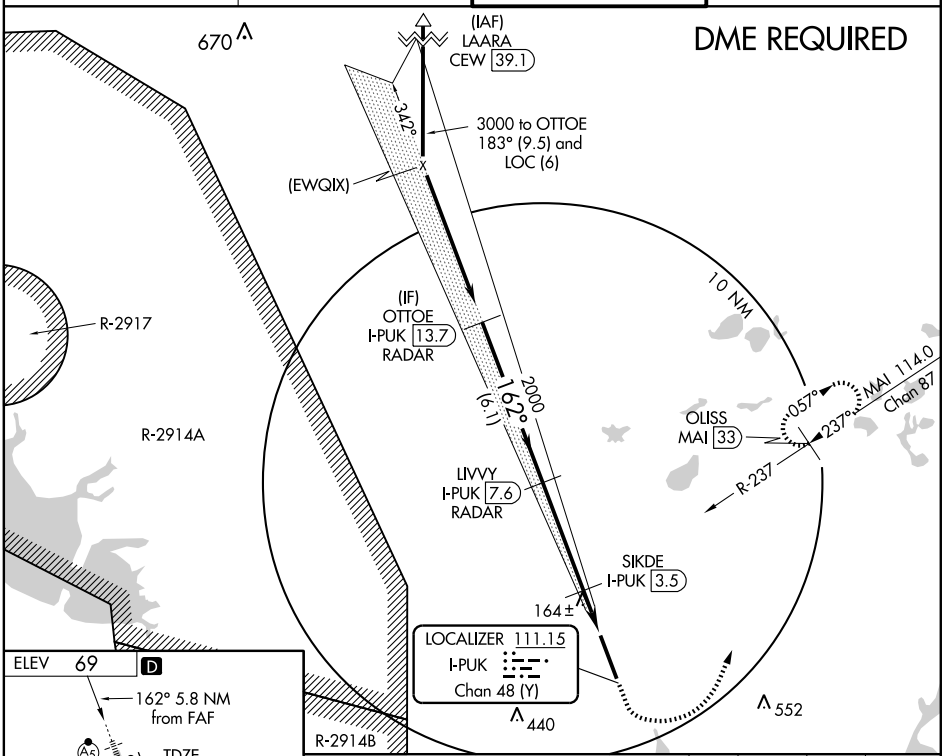
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

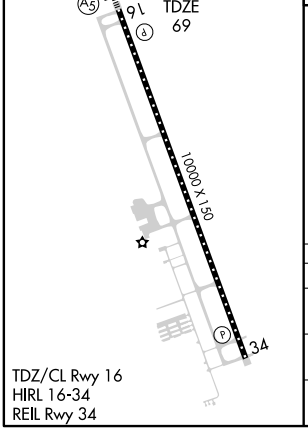
DME Required.
Circling NA to Rwys 3 and 21.

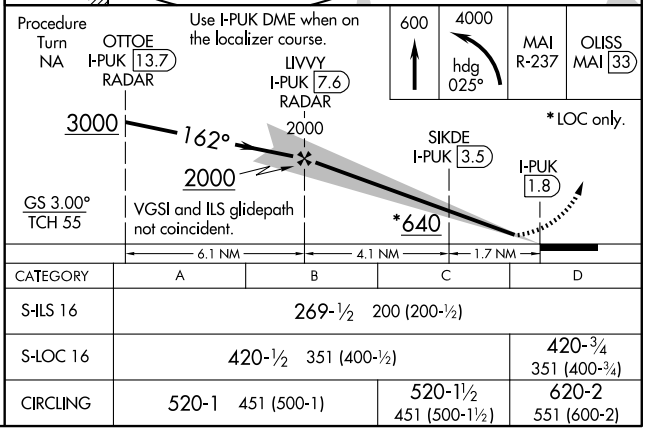
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 025° and MAI VORTAC R-237 to OLISS/MAI VORTAC 33 DME and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65







CATEGORY	A	B	C	D
S-ILS 16	269-½ 200 (200-½)			
S-LOC 16	420-½ 351 (400-½)			420-¾ 351 (400-¾)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10000
CH 63017	162°	TDZE	69
W16A		Apt Elev	69

RNAV (GPS) RWY 16

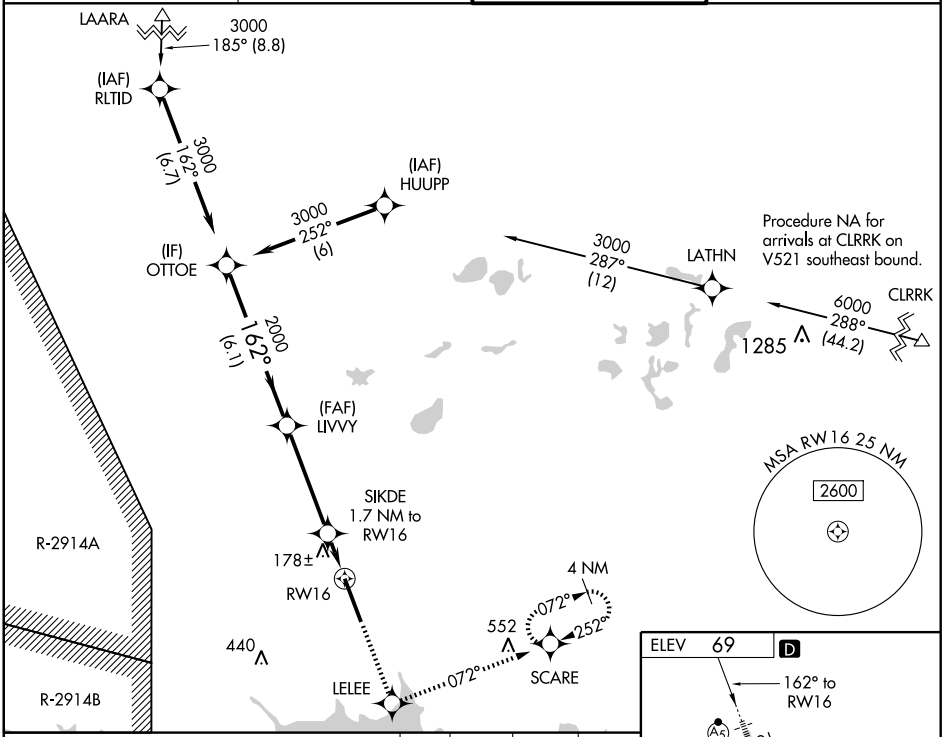
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

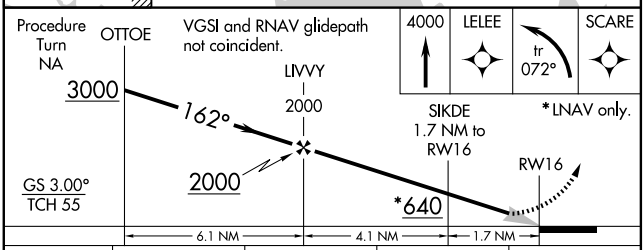
For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

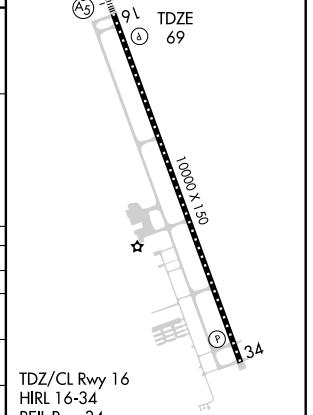
MALSR

MISSED APPROACH: Climb to 4000 direct LELEE and left turn on track 072° to SCARE and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65







CATEGORY	A	B	C	D
LPV DA	269-½ 200 (200-½)			
LNAV/VNAV DA	478-1 409 (500-1)			
LNAV MDA	440-½ 371 (400-½)			440-1 371 (400-1)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10000
CH 93817	342°	TDZE	62
W34A		Apt Elev	69

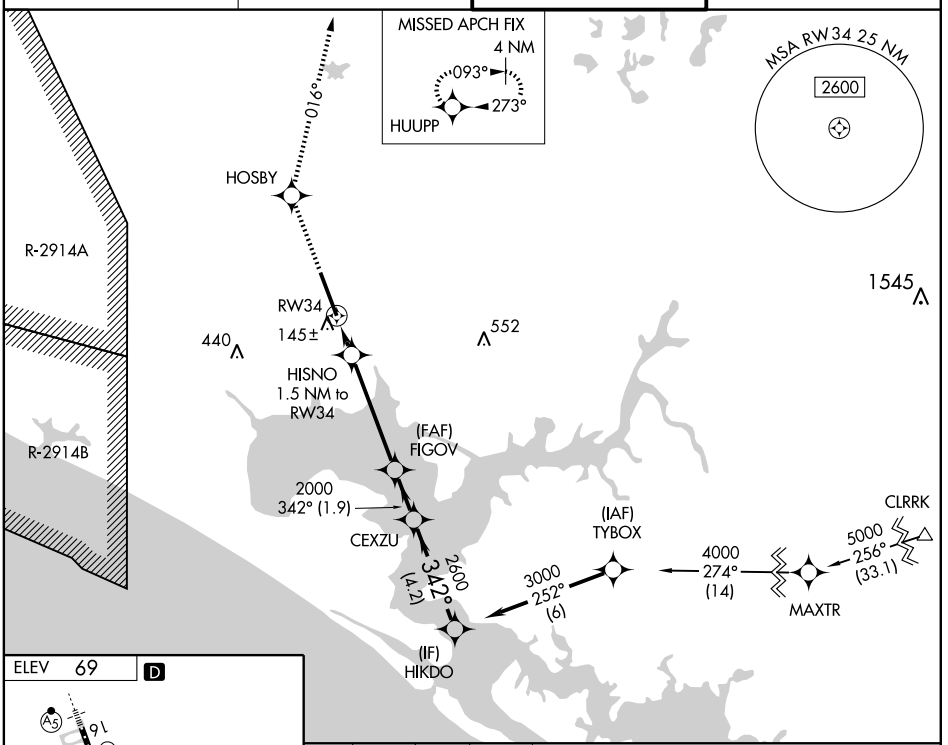
RNAV (GPS) RWY 34

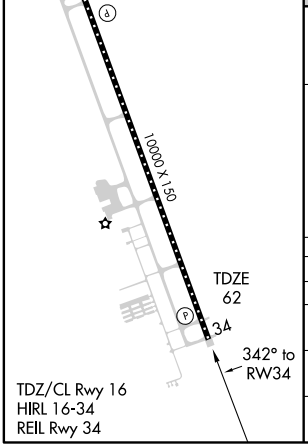
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

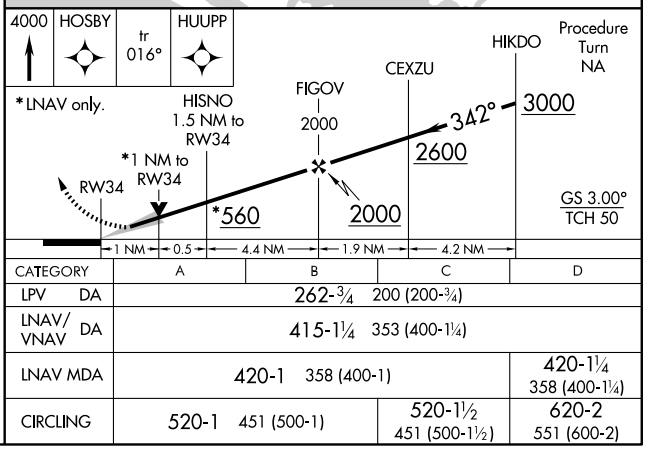
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 4000 direct HOSBY and on track 016° to HUUPP and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65

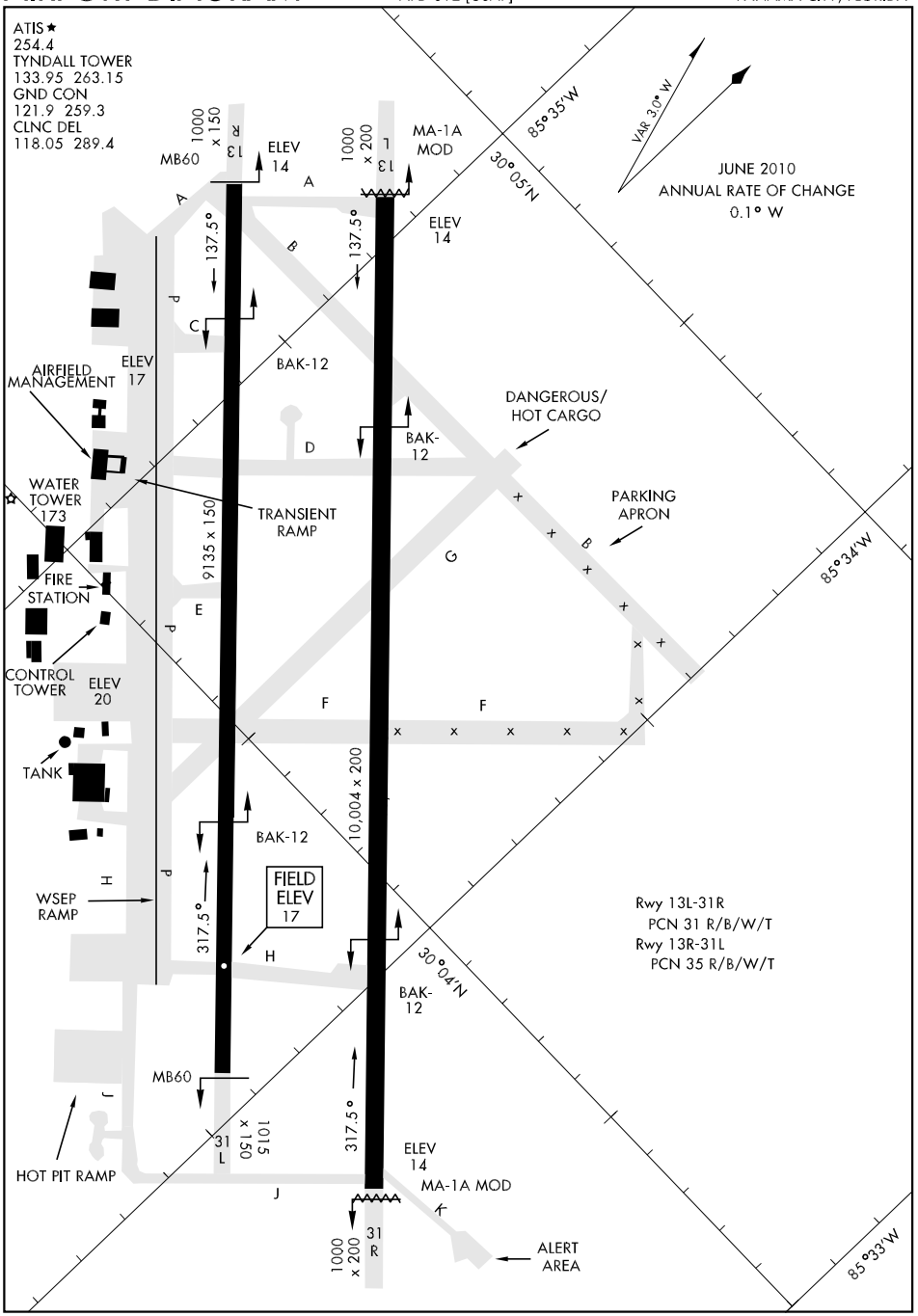






CATEGORY	A	B	C	D
LPV DA	262-¾ 200 (200-¾)			
LNAV/VNAV DA	415-1¼ 353 (400-1¼)			
LNAV MDA	420-1 358 (400-1)			420-1¼ 358 (400-1¼)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TOMOK N29°08.66′ W81°08.87′ NOTAM FILE DAB. **JACKSONVILLE**

NDB (LOM) 263 DA 071° 5.2 NM to Daytona Beach Intl.

TRI–CO (See BONIFAY)

TYNDALL AFB (PAM)(KPAM) AF 6 SE UTC−6(−5DT) N30°04.20′ W85°34.59′ **NEW ORLEANS**

17 B TPA—See Remarks NOTAM FILE PAM Not insp. **H–8G, L–21C, 22I**

RWY 13L–31R: H10004X200 (CONC–GRVD) PCN 31 R/B/W/T HIRL **DIAP, AD**

RWY 13L: ALSF1. PAPI(P4L). **RWY 31R:** ALSF1. PAPI(P4L).

RWY 13R–31L: H9135X150 (ASPH–CONC) PCN 35 R/B/W/T HIRL

RWY 13R: PAPI(P4L). **RWY 31L:** PAPI(P4L).

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L: TORA–10004 TODA–10004

RWY 31R: TORA–10004 TODA–10004

ARRESTING GEAR/SYSTEM

RWY 13L ← MA–1A(MOD) CHAG (50′ OVRN) HOOK BAK–12B(B) (2300′)
HOOK BAK–12B(B) (2308′) MA–1A(MOD) CHAG (50′ OVRN) → **RWY 31R**

RWY 13R ← MB60 CHAG (35′ OVRN) HOOK BAK–12B(B) (1440′)
HOOK BAK–12B(B) (2500′) MA–1A(MOD) MB60 (35′) → **RWY 31L**

MILITARY SERVICE: LGT All rwy thld lgts gated. Rwy 13L–31R marked 150′ wide, pavement 200′ wide. Rwy edge lgt, distance remaining markers, and rwy exit signs in place for 200′ wide rwy. **A–GEAR** All BAK–12B in raised position. BAK–12B extended. Rwys 13L/R and 31L/R MA–1A MOD hook cable in place at all times, webbing 30 minutes prior notice. MP Rwy 13R–31L Tue 1100–1300Z, Rwy 13L–31R Thu 1100–1300Z. **JASU** (C–26) (MD–3) (MA–1A) (MC–11) (M32A–10) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX **OIL** O–148 SOAP **TRAN ALERT** Opr weekdays Apr 1–Oct 31 1300–0300Z‡, Nov 1–Mar 31 weekdays 1300–0200Z‡, weekends 1500–0000Z‡, clsd Federal holidays.

MILITARY REMARKS: Opr Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡, CLOSED holidays and weekends associated with holidays. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, 48 hr required, ctc Afld Management OPS DSN 523–4244/45, C850–283–4244/45, fax 2075. C130 and larger acft will have outboard engines at idle when taxiing on Twy B center. Aircrews must provide Airfield Management Operations with 48 hr prior coordination for acft ops requiring barrier removal. PPR 48 hr rqr, ctc Airfield Management Operations DSN 523–4244/45, fax 2075. Issued PPR valid 1 hr +/− ETA, early/late arrival/departure must recoordinate. When necessary 180° turn Rwy 13R–31L execute in the last 1000′ of rwy. PAR Rwy 31L: Height group 4 wheel crossing height 15′. PAR Rwy 13R: Height group 4 wheel crossing height 11′. PAR Rwy 13R: Height group 3 wheel crossing height 16′. Twy J ltd to acft with same or lesser tail height of an F–15 (max tail height of 19.2′). **CAUTION** Drone launches and recoveries 2.5 and 3 SM SSE of main arpt. Extensive student jet tfc 40 NM E. Augmented wx observation point obstructed by buildings, hangars and trees, especially southeast thru northwest. At ngt, ramp lgt makes it difficult to estimate cloud cover, cloud height and visibility. A cooperative wx watch with twr supplements some restrictions. Night observation limited due to high intensity stadium type lgt. **TFC PAT** TPA—Overhead 2100(2083) until 3 NM then descend to 1600(1583) for break, rgt entry at 3 NM from rwy. Rwy 13L overhead apch prohibited on weekends and holidays. PAR apch not avbl after wing flying, weekends or holidays. **NS ABTNT** Subject to weather conditions, heavy acft expect radar vectors until reaching 6000′. **CSTMS/AG/IMG** Customs, Agriculture avbl, rqr 72 hr prior notice to determine avbl for mil acft in direct mission support of Tyndall AFB. Ctc Base OPS not later than 72 hr prior to arr for instructions concerning disposal of foreign origin garbage. Any acft or deployed unit rqr Customs must pay applicable fees. **MISC** Wx opr during afld opr hr Mon–Fri, extd as rqr. Clsd Sat–Sun. Svc not avbl when afld NOTAM clsd. Wx DSN 523–2609/2856 C850–283–2609/2856. For standby svc during non–opr hr ctc 26th OWS DSN 781–5491/3024. Augmented wx obs when following conditions observed or expected: tornado, funnel clouds, waterspout, hail or volcanic ash. Auto obs otherwise, even when twr clsd. First 1500′ Rwy 13R and first 2760′ Rwy 31L concrete, middle 4875′ Rwy 13R–31L asphalt. Rwy 13R–31L first 1700′ Rwy 13L first 1000′, and Rwy 31R first 3000′ not grooved. Inbound VIP acft ctc PTD 30 min prior to lndg. AMC mission acft ctc 325 FW Command Post. Expect progressive taxiing instructions. Tran fighter acft expect 2 ship launch and recovery, expect tran svc delays during peak mission periods and weekends. Inbound VIP acft ctc PTD 30 minutes prior ldg. AMC mission acft ctc 325 FW Comd Post. No COMSEC storage avbl at AMOPS, ctc Command Post (bldg 219, extension 2155) for COMSEC storage. Dur afld closure RSC/RCR not reported.

CONTINUED ON NEXT PAGE

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COMMUNICATIONS: SFA **ATIS** 254.4 (1230–0130Z‡) **PTD** 139.9 372.2

Ⓡ **APP/DEP CON** 119.1 119.775 124.15 125.2 338.35 (125.2 392.1 N abv 5000′) (124.15 307.8 S abv 5000′) (119.1 379.3 N blo 5000′) (119.775 338.35 S blo 5000′), other times ctc

JACKSONVILLE CENTER APP/DEP CON 119.1 379.3

TOWER 133.95 263.15 (Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡, clsd holidays and weekends associated with holidays).

GND CON 121.9 259.3 **CLNC DEL** 118.05 289.4

COMD POST (CHECKER OPS) 381.3 (No telephone patch capability. Have quick timing avbl 361.4.)

PMSV METRO 290.625 (Full svc avbl during afld opr hr, extd as rqr. Tran acft flight weather briefing svc ctc 26th OWS Barksdale AFB DSN 781–5491/3024.)

AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡, clsd holidays and weekends associated with holidays.

RADIO AIDS TO NAVIGATION: NOTAM FILE PFN.

PANAMA CITY (L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 148° 10.3 NM to fld. 10/0W.

(H) TACAN Chan 124 PAM (117.7) N30°04.44′ W85°34.35′ at fld. 14/0E. No NOTAM MP Thu 1000–1200Z‡.

ILS 111.5 I–TYF Rwy 13L. No NOTAM MP Wed 1000–1200Z‡.

ILS 110.1 I–PAM Rwy 31R. No NOTAM MP Wed 1000–1200Z‡.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. During Radar Approach Control closures when afld remains open ctc Gnd Con.

UMATILLA MUNI (X23) 1 E UTC−5(−4DT) N28°55.45′ W81°39.11′ **JACKSONVILLE**

107 NOTAM FILE PIE

RWY 18–36: H2500X60 (ASPH) MIRL

RWY 36: Thld dsplcd 200′. Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping.

COMMUNICATIONS: CTAF 122.9

VALKARIA (X59) 1 W UTC−5(−4DT) N27°57.65′ W80°33.50′ **MIAMI**

26 **FUEL** 100LL TPA—1026(1000) NOTAM FILE PIE **L–24F**

RWY 14–32: H4000X75 (ASPH) S–12.5

RWY 32: Trees.

RWY 10–28: H4000X75 (ASPH) S–12.5

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 14–32 is preferred rwy. Voluntary noise abatement in effect, ctc arpt manager 321–952–4590.

COMMUNICATIONS: CTAF/UNICOM 122.725

RADIO AIDS TO NAVIGATION: NOTAM FILE MLB.

MELBOURNE (L) VOR/DME 110.0 MLB Chan 37 N28°06.32′ W80°38.12′ 157° 9.6 NM to fld. 30/02W.

LOC I-TYF 111.5	APCH CRS 135°	Rwy ldg 10,004 THRE 14 Arpt Elev 17

JAL-312 [USAF]

TYNDALL AFB (KPAM)

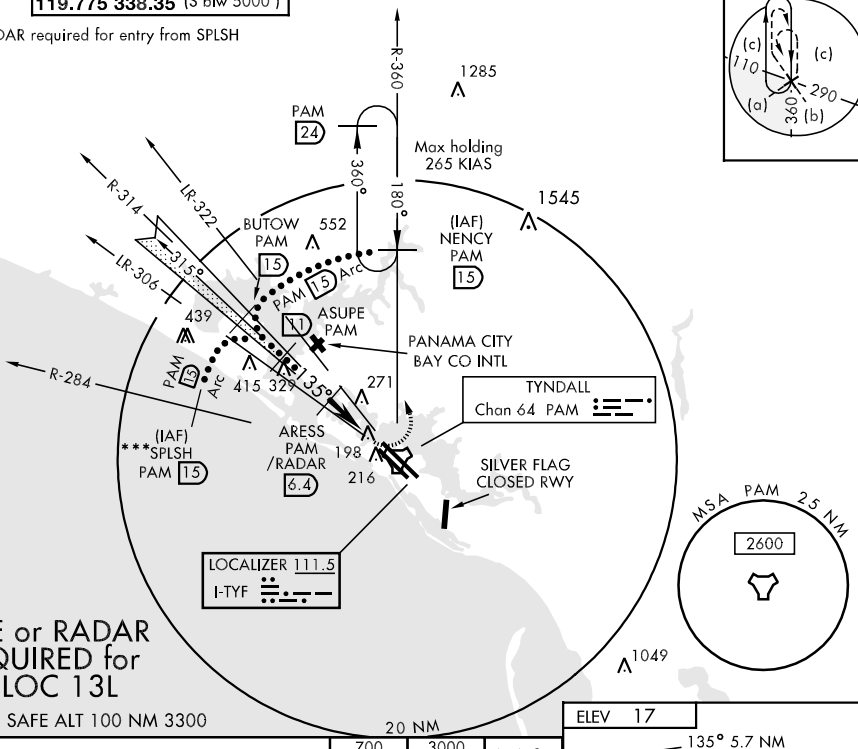
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis all CATs to 1⅜ miles.

ALSF-1 (A1)

MISSED APPROACH: Fly runway heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

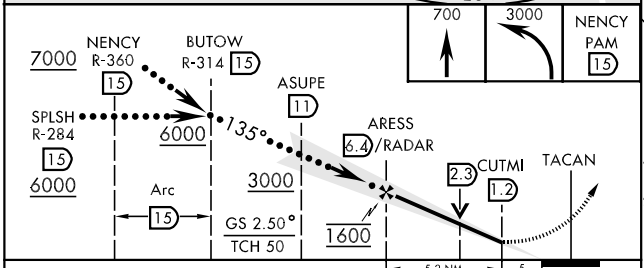
*** RADAR required for entry from SPLSH



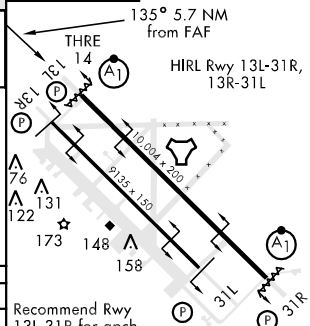
DME or RADAR REQUIRED for S-LOC 13L

EMERG SAFE ALT 100 NM 3300

700	3000	NENCY PAM 15



ELEV 17



CATEGORY	C	D	E
S-ILS 13L *	214/24	200 (200-½)	
S-LOC 13L**	480/50	466 (500-1)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

LOC FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PAM	APCH CRS	Rwy ldg 10,004 THRE 14 Arpt Elev 17
110.1	315°	

JAL-312 [USAF]

TYNDALL AFB (KPAM)

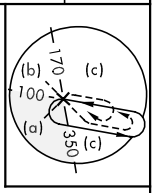
▼ * When ALS inop, increase RVR all CAT to 40 and vis to ¾ mile.
** When ALS inop, increase RVR all CAT to 60 and vis to 1⅛ miles.

ALSF-1 (A1)

MISSED APPROACH: Fly runway heading and climb to 700 then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

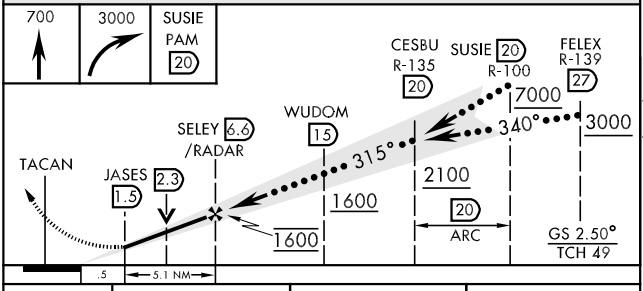
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

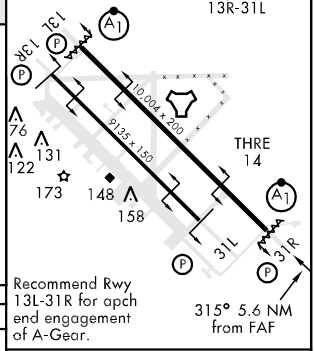
DME or RADAR REQUIRED for S-LOC 31R



554
1549
1049
508
301
312
TYNDALL
Chan 64 PAM
LOCALIZER 110.1
I-PAM
149
SELEY
PAM 6.6
/RADAR
534
R-100
(IAF)
SUSIE
PAM
20
Max holding
265 KIAS
280°
100°
DRONE
RWY
270
350
SILVER FLAG
CLOSED RWY
WUDOM
PAM
15
135°
CESBU
PAM 20
1049
340°
R-135
LR-129
R-139
(IAF)
FELEX
PAM 27
PAM
29
MSA PAM 25 NM
2600
20 NM

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 31R*	214/24	200	(200-½)
S-LOC 31R**	420/40	406	(500-¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2 ¼ 603 (700-2¼)

LOC FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

TACAN	PAM	APCH CRS	Rwy ldg	10,004
Chan	64	126°	TDZE	14
			Arpt Elev	17

JAL-312 [USAF]

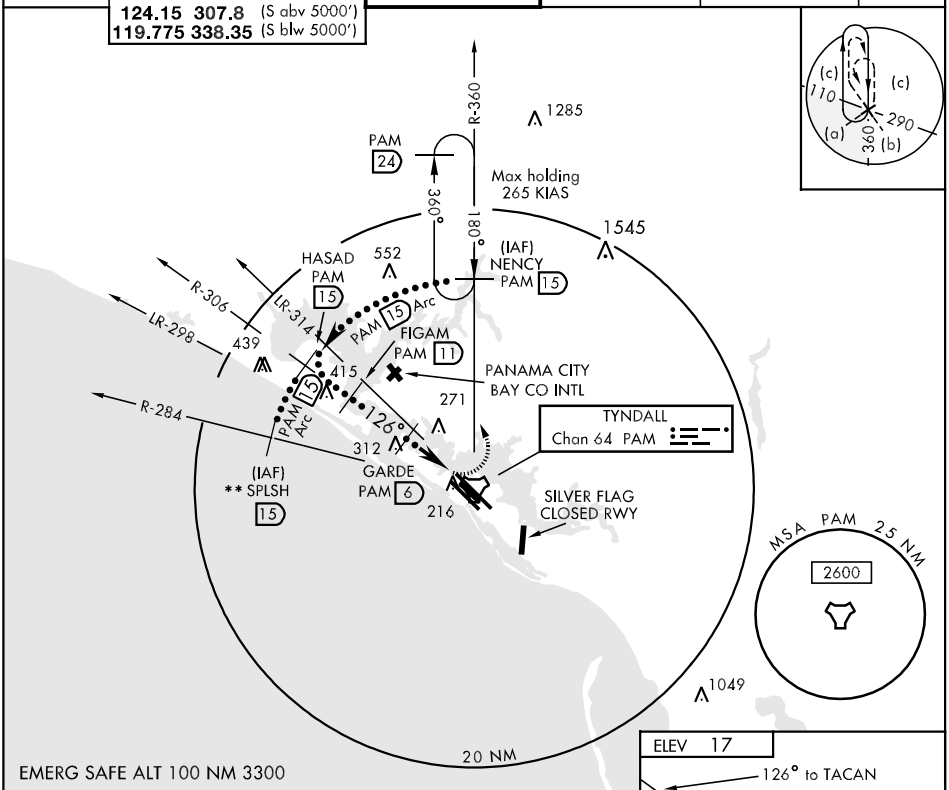
TYNDALL AFB (KPAM)

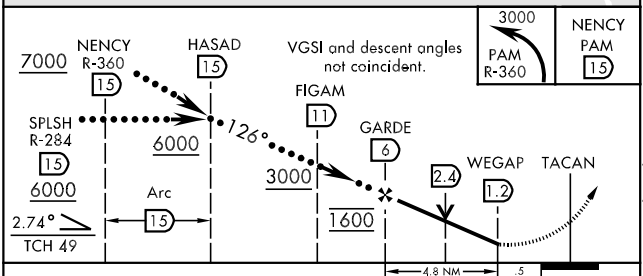
* When ALS inop, increase CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1¾ miles.
** RADAR required for entry from SPLSH

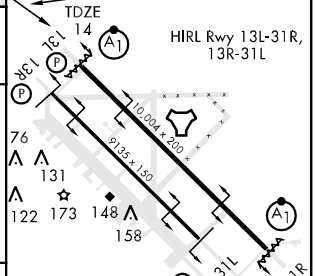
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-TAC-13L*	520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 13R

TACAN	PAM
Chan	64

APCH CRS
119°

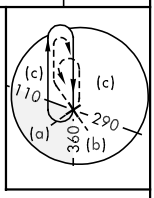
Rwy ldg	9135
TDZE	15
Arpt Elev	17

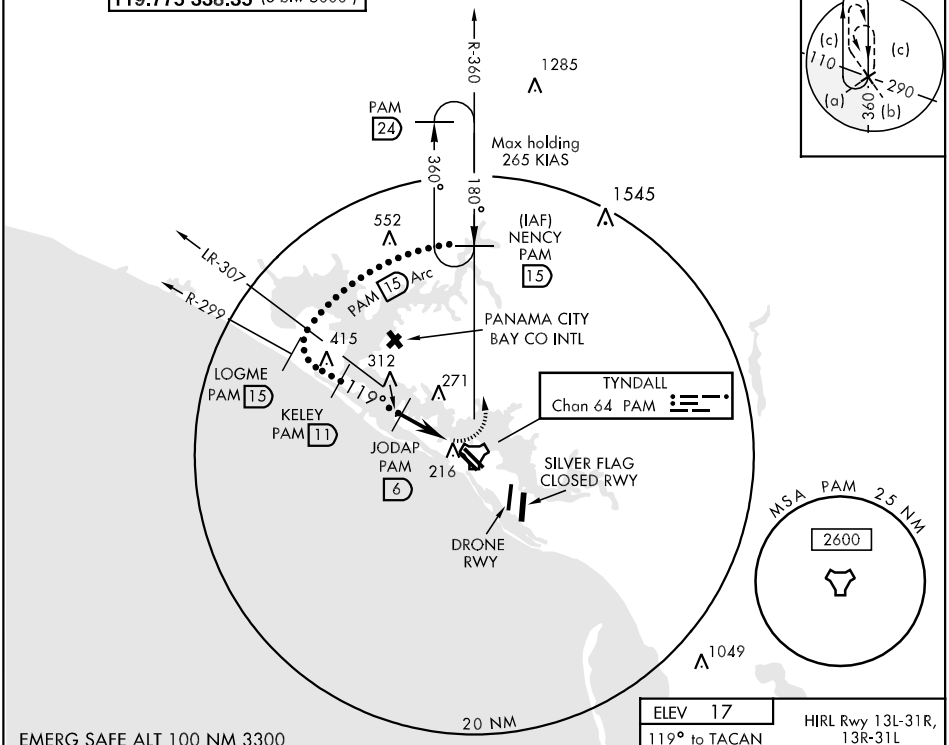
JAL-312 [USAF]

TYNDALL AFB (KPAM)

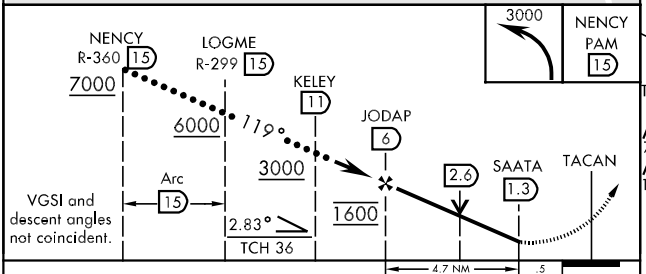
MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	





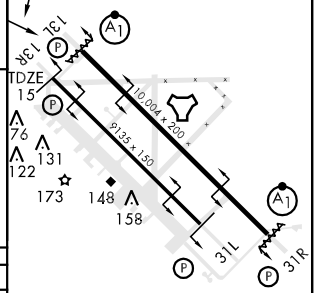
EMERG SAFE ALT 100 NM 3300



ELEV 17

119° to TACAN

HIRL Rwy 13L-31R, 13R-31L



CATEGORY	C	D	E
S-13R	520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

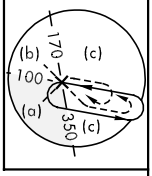
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 31L

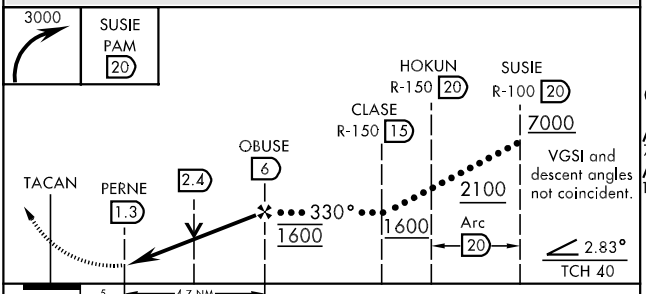
TACAN PAM Chan 64	APCH CRS 330°	Rwy ldg 9135 THRE 17 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

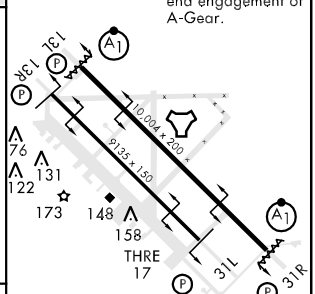
MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-31L	460-1⅜ 443 (500-1⅜)		
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

HI-TACAN RWY 31L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 31R

TACAN	PAM
Chan	64

APCH CRS
322°

Rwy ldg	10,004
THRE	14
Arpt Elev	17

JAL-312 [USAF]

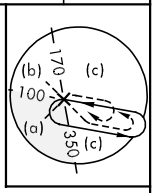
TYNDALL AFB (KPAM)

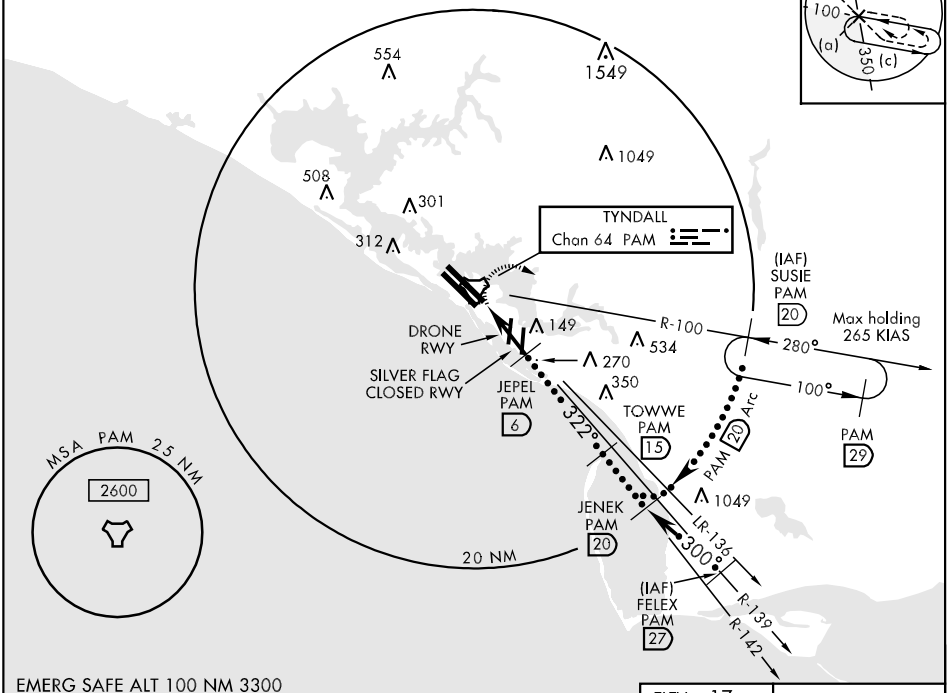
* When ALS inop, increase vis all CAT to 1⅜ miles.

ALSF-1

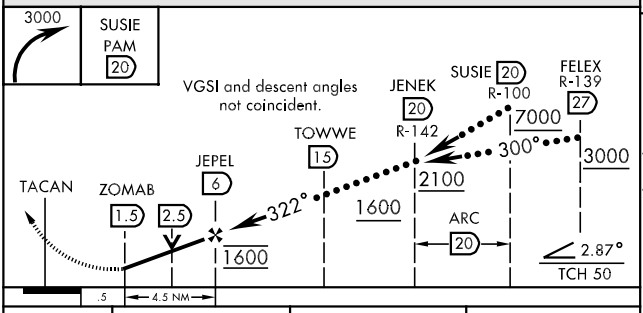
MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

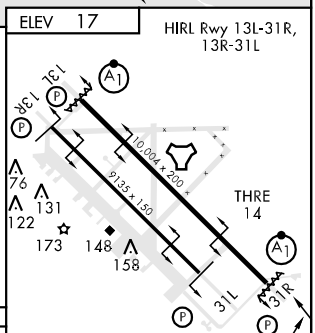
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-31R *	460/45 446 (500-⅞)		
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

322° 5 NM from FAF

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 13L

TYNDALL AFB (KPAM)

LOC I-TYF	APCH CRS	Rwy ldg 10,004
111.5	135°	THRE 14
		Arpt Elev 17

AL-312 [USAF]

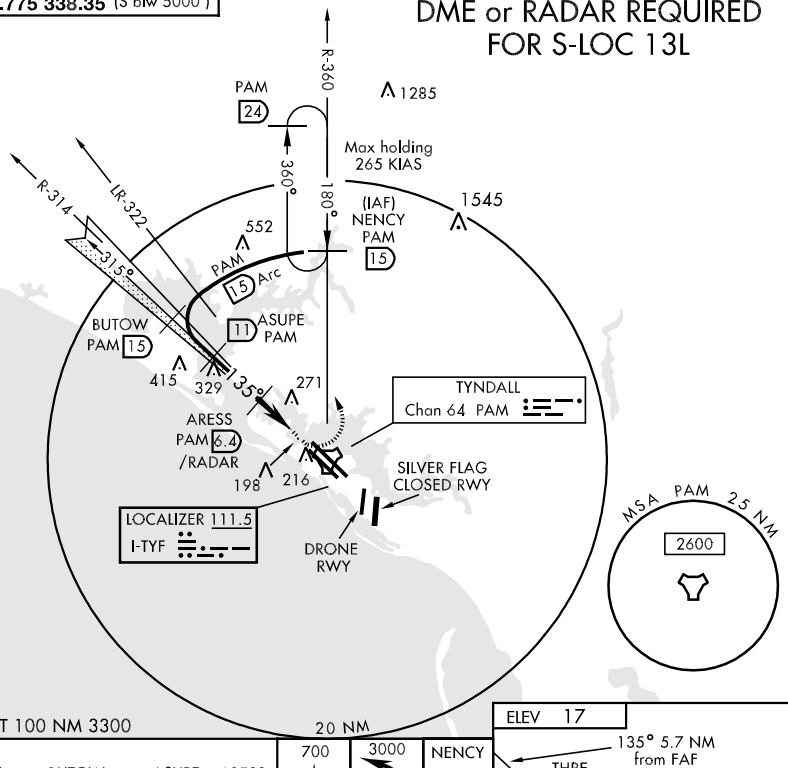
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.

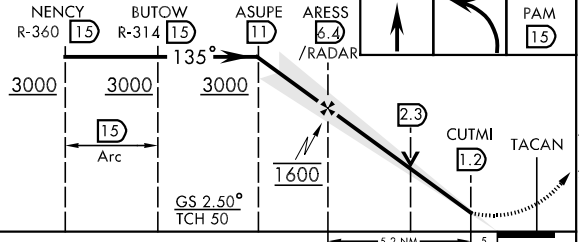
ALSF-1 (A1)

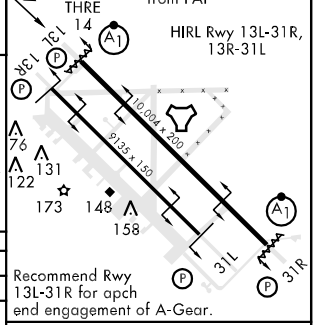
MISSED APPROACH: Fly rwy heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 13L







CATEGORY	A	B	C	D
S-ILS 13L *	214/24		200 (200-½)	
S-LOC 13L**	480/24 466 (500-½)		480/50 466 (500-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 THRE 14 Arpt Elev 17
110.1	315°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

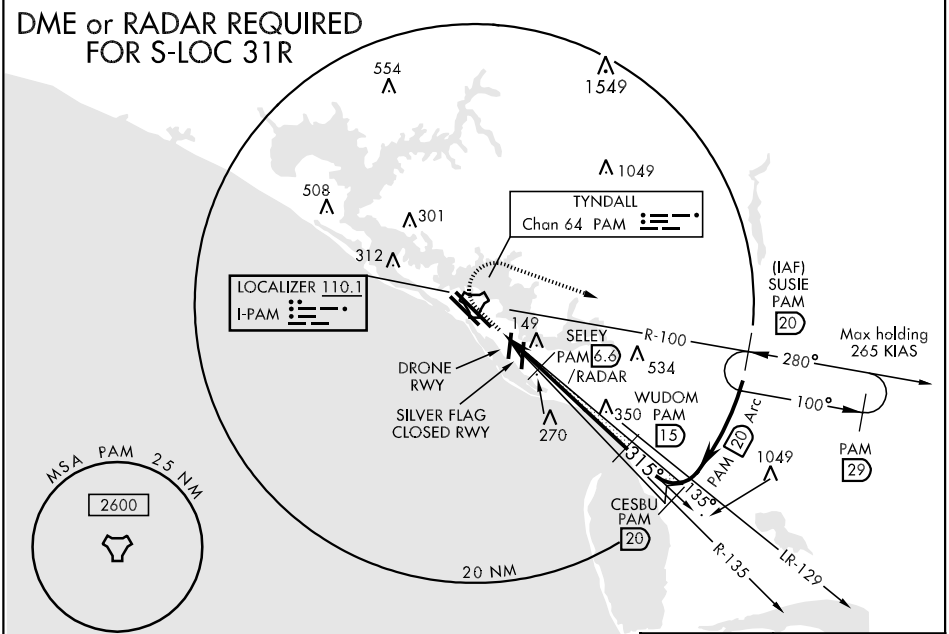
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60 and vis to 1⅛ miles.

ALSF-1

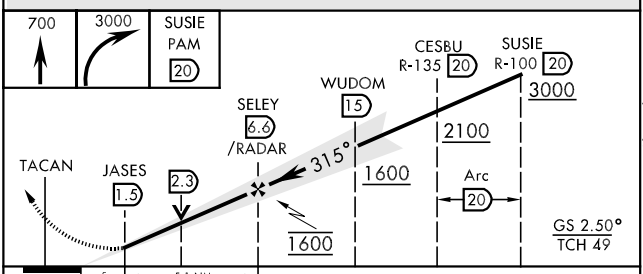
MISSED APPROACH: Fly rwy heading and climb to 700 , then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

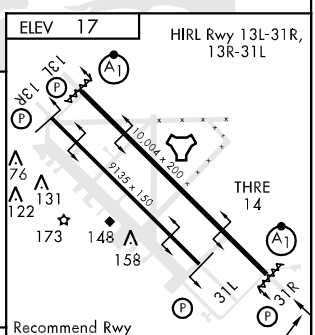
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 31R



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
S-ILS 31R *	214/24		200 (200-½)	
S-LOC 31R**	420/24 406 (500-½)		420/40 406 (500-¾)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 13L

TACAN PAM Chan 64	APCH CRS 126°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17

AL-312 [USAF]

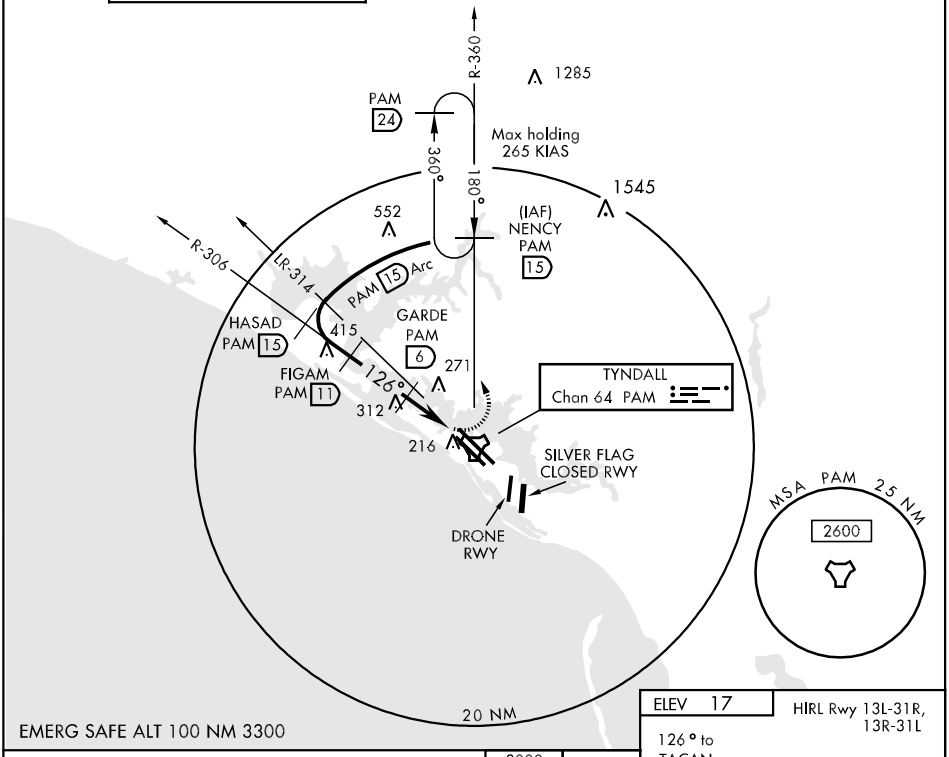
TYNDALL AFB (KPAM)

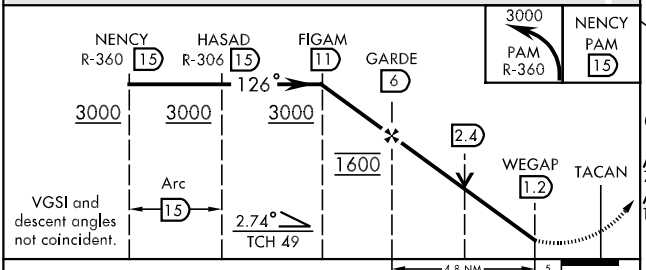
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles.

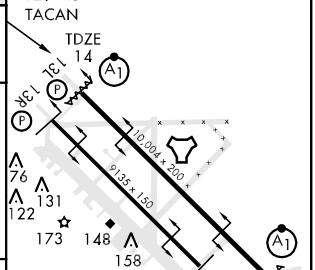
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D
S-13L *	520/24 506 (600-½)		520/50 506 (600-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 31R

TACAN PAM Chan 64	APCH CRS 322°	Rwy ldg 10,004 THRE 14 Arpt Elev 17

AL-312 [USAF]

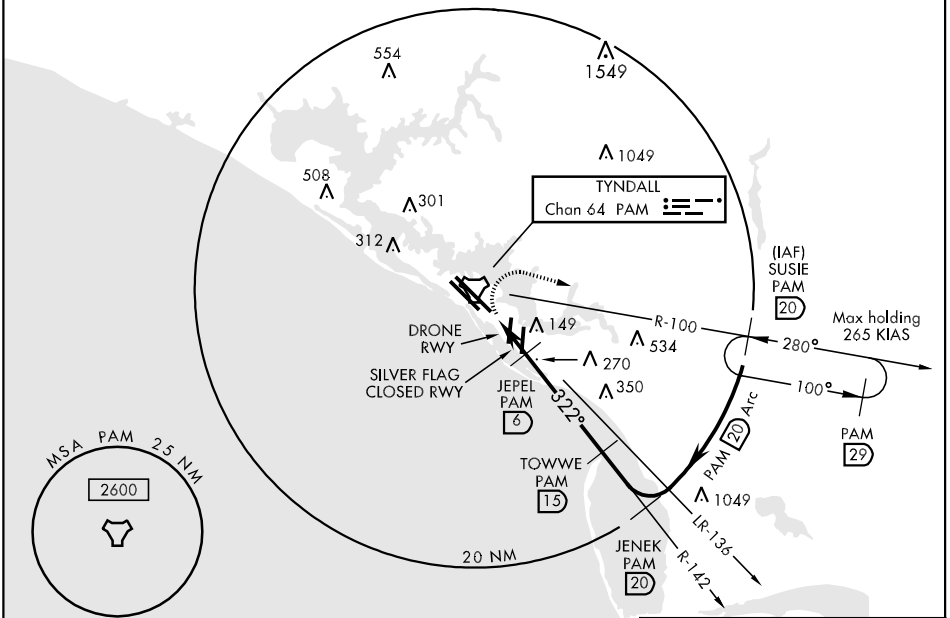
TYNDALL AFB (KPAM)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.

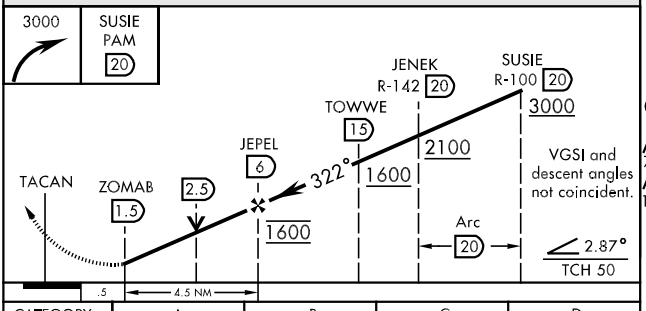
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

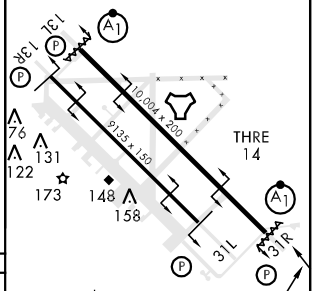


EMERG SAFE ALT 100 NM 3300



ELEV 17

HIRL Rwy 13L-31R, 13R-31L



Recommend Rwy 13L-31R for apch end engagement of A-Gear.

322° 5 NM from FAF

CATEGORY	A	B	C	D
S-31R *	460/24 446 (500-½)		460/45 446 (500-⅞)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN Y RWY 13R

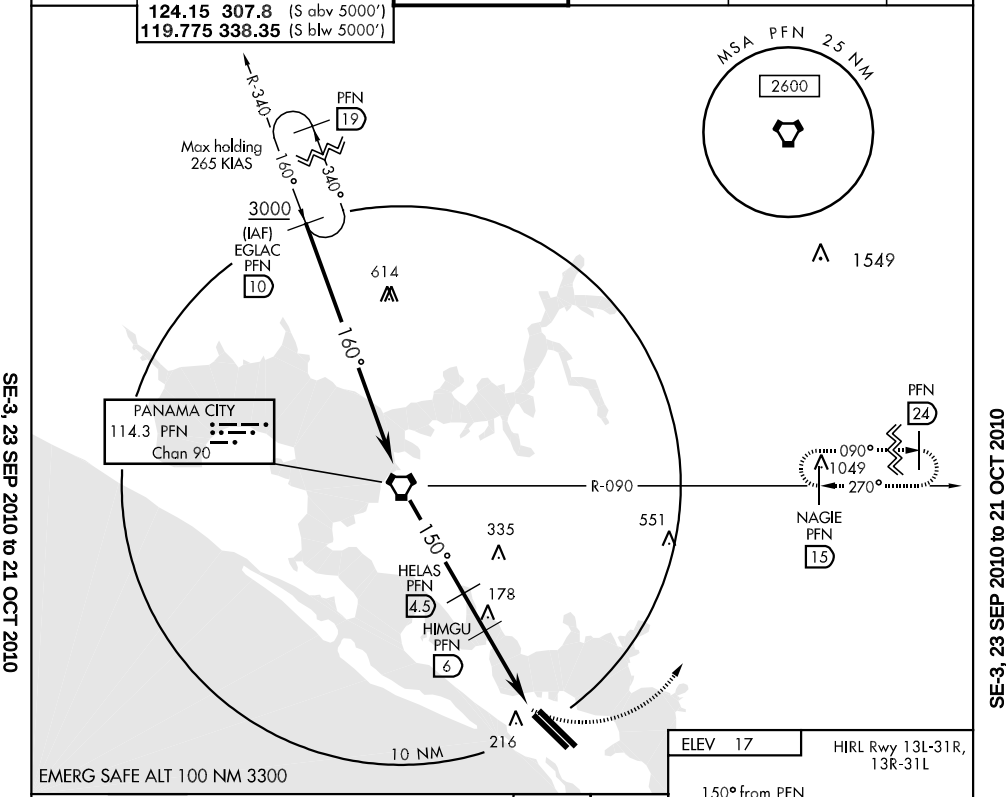
VORTAC PFN	APCH CRS	Rwy Idg	9135
114.3	150°	THRE	14
Chan 90		Arpt Elev	17

AL-312 [USAF]

TYNDALL AFB (KPAM)

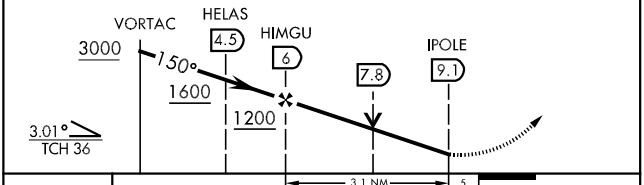
MISSED APPROACH: Climbing left turn to 3000 direct NAGIE (PFN R-090/15 DME) and hold as published.

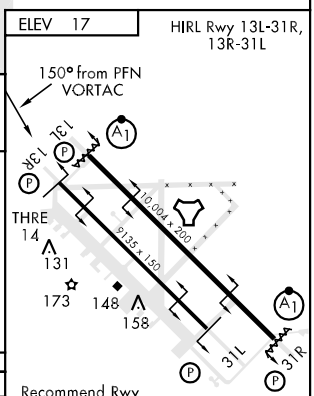
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	



VGSI and descent angles not coincident.

3000	NAGIE PFN 15





Recommend Rwy 13L-31R for apch end engagement of A-Gear.

CATEGORY	A	B	C	D	E
S-13R	520-1	506 (600-1)	520-1⅜	506 (600-1⅜)	
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN Y RWY 31L

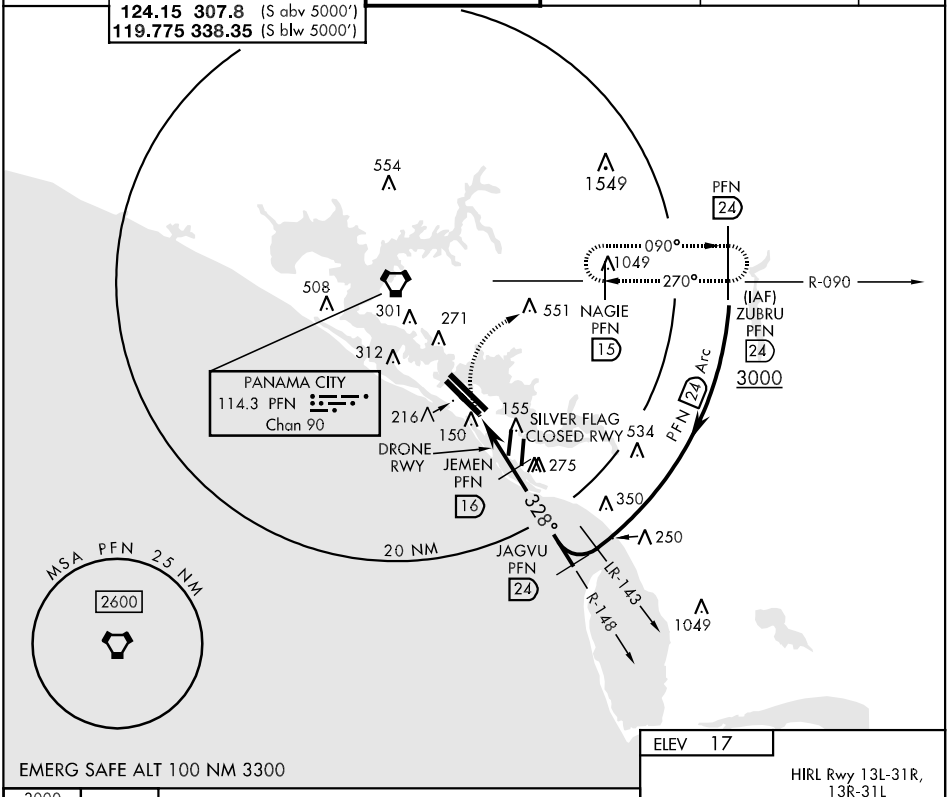
VORTAC PFN	APCH CRS	Rwy ldg	9135
114.3	328°	TDZE	17
Chan 90		Arpt Elev	17

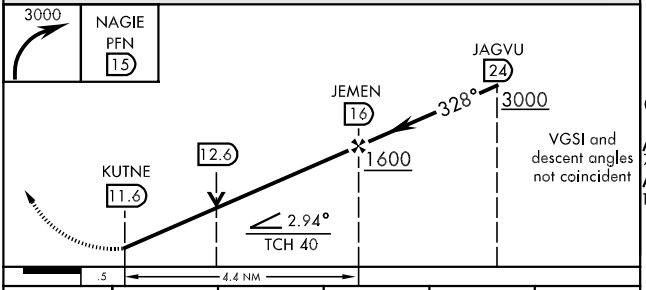
AL-312 [USAF]

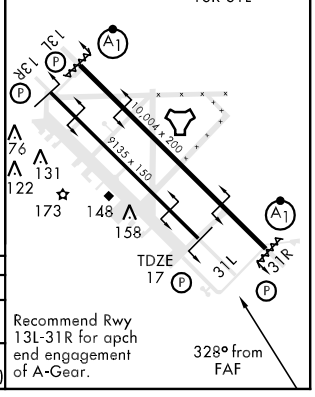
TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing right turn to 3000 direct NAGIE (PFN VORTAC R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	

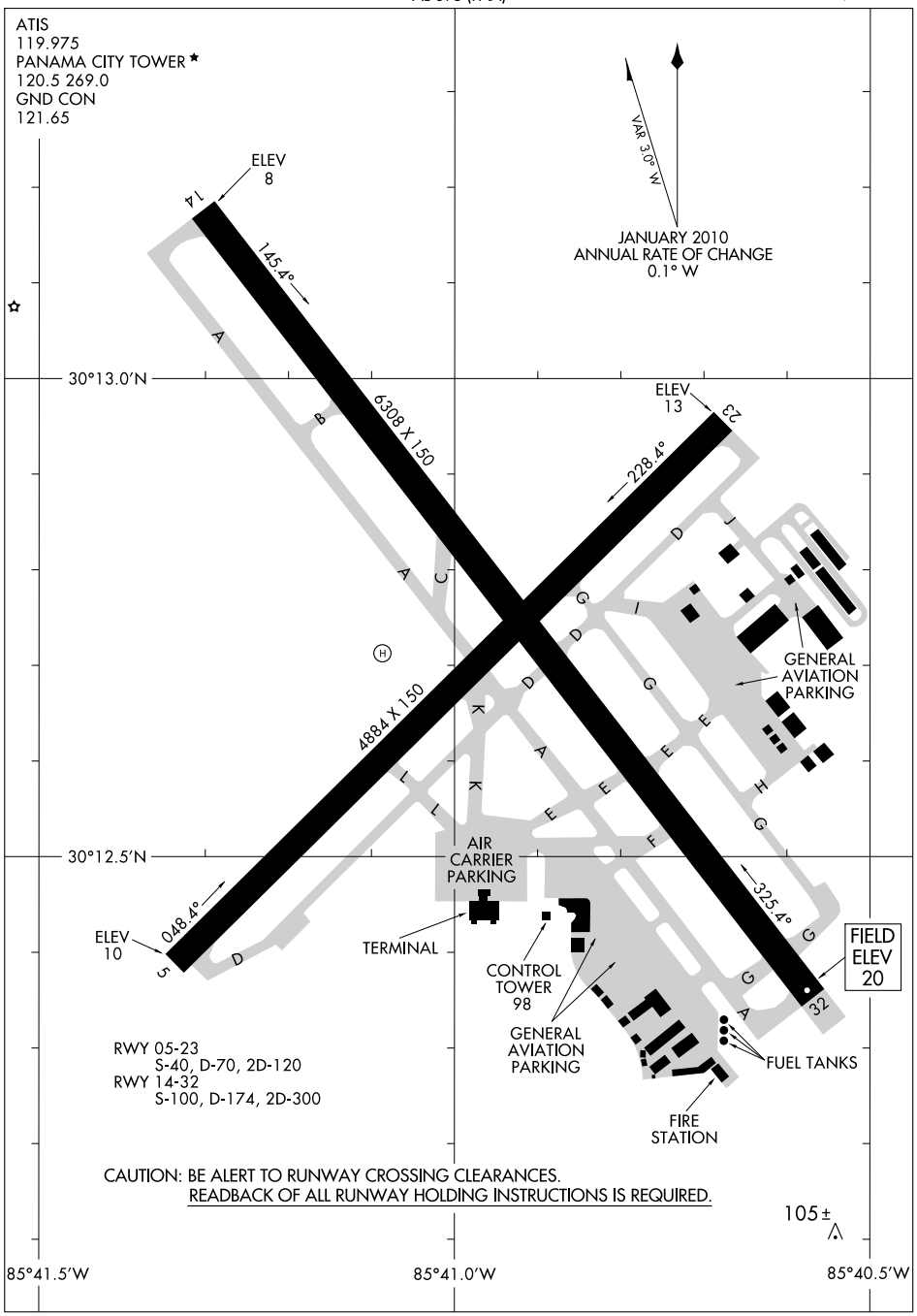






CATEGORY	A	B	C	D	E
S-31L	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)	
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

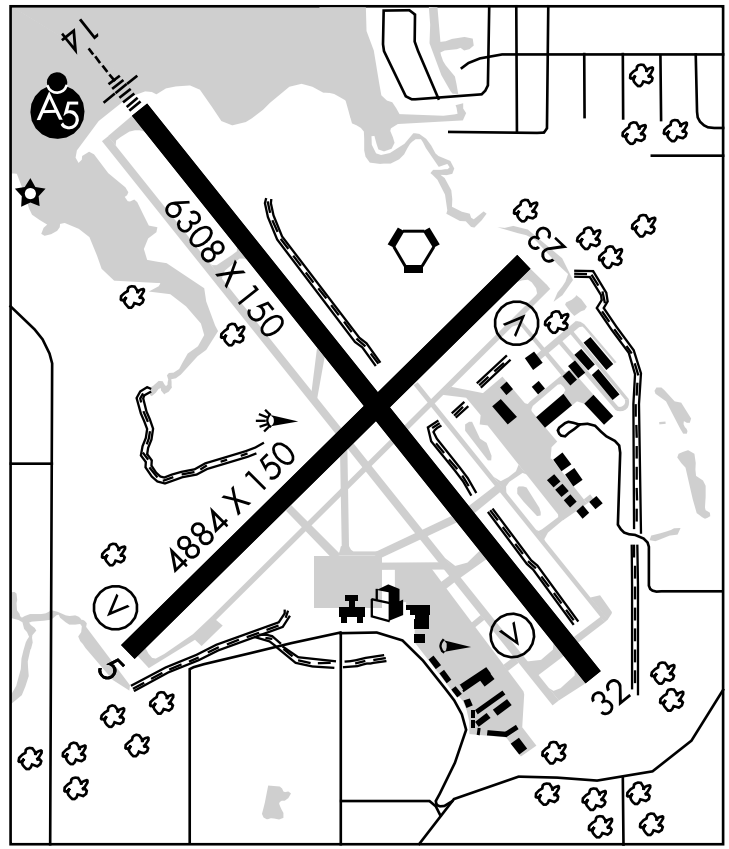
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



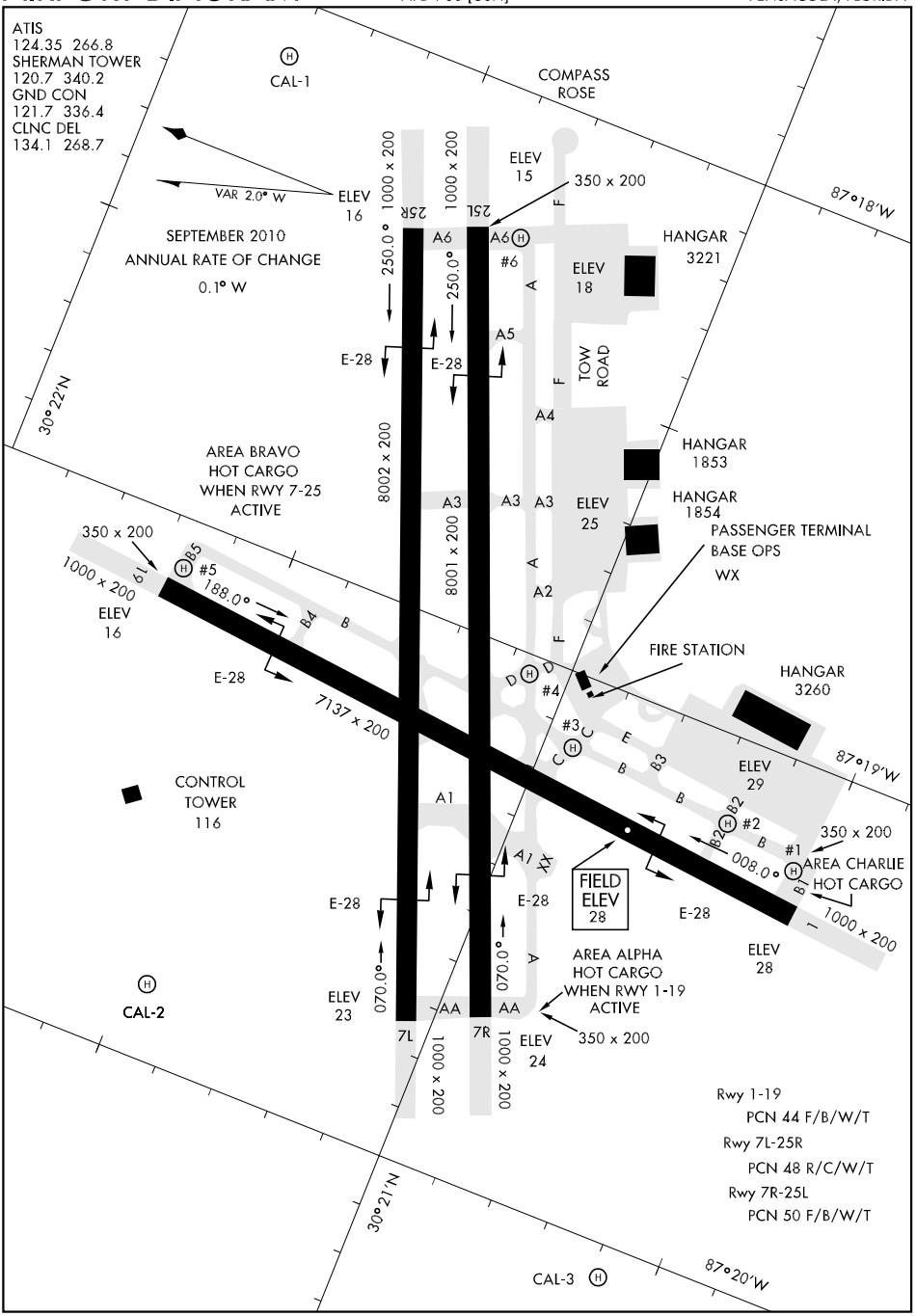
SE-3, 23 SEP 2010 to 21 OCT 2010

PANAMA CITY–BAY CO INTL (PFN) 3 NW UTC−6(−5DT) N30°12.73′ W85°40.97′ **NEW ORLEANS**
20 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks **H–8G, L–21C, 22I**
NOTAM FILE PFN **AD**

RWY 14–32: H6308X150 (ASPH–GRVD) S–100, D–174, 2D–300 HIRL
RWY 14: MALSR.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 50′. Trees.
RWY 05–23: H4884X150 (ASPH) S–40, D–70, 2D–120 MIRL
RWY 05: VASI(V4L). Trees.
RWY 23: VASI(V4L)—GA 3.0° TCH 39′. Trees.



AIRPORT REMARKS: Attended continuously. Heavy bird activity on and invof arpt. Class I, ARFF Index B. ARFF equipment and personnel meet FAR 139 Index B, call 850–769–4791/6033. All military VIP arrival/departures shall be to/from the arpt terminal with prior approval from the arpt authority at 850–763–6751 extension 206. Acft arriving/departing S.E.–N.W. use caution due to intensive military jets transiting arpt tfc area 1500′ and above on apch to Tyndall AFB. All IFR acft departing Rwy 14 must turn to assigned heading within 1 NM of departure EOR. ACTIVATE HIRL Rwy 14–32; MIRL Rwy 05–23; MALSR Rwy 14; REIL Rwy 32 and taxiway lgts—CTAF. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: LAWRS.
COMMUNICATIONS: CTAF 120.5 **ATIS** 119.975 **UNICOM** 122.95
RCO 122.1R 114.3T (GAINESVILLE RADIO)
Ⓡ **TYNDALL APP/DEP CON** 124.15 (South abv 5000′) 125.2 (North abv 5000′) (Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡). Clsd holidays and weekends associated with holidays, other times ctc.
JAX CENTER APP/DEP CON 119.1
TOWER 120.5 (1200–0400Z‡) **GND CON** 121.65
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PFN.
(L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ at fld. 10/0W.
LYNNE NDB (LOM) 278 PF N30°19.60′ W85°46.94′ 143° 8.6 NM to fld.
ILS 110.5 I–PFN Rwy 14. BC unusable. LOM LYNNE NDB. (ILS unmonitored when twr clsd).


ATIS
124.35 266.8
SHERMAN TOWER
120.7 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
CAL-1
COMPASS ROSE
VAR 2.0° W
ELEV 16
SEPTEMBER 2010
ANNUAL RATE OF CHANGE
0.1° W
1000 x 200
25R
25L
ELEV 15
350 x 200
87°18'W
HANGAR 3221
ELEV 18
250.0°
E-28
A6
A5
A4
A3
A2
A1
TOW ROAD
30°22'N
AREA BRAVO
HOT CARGO
WHEN RWY 7-25
ACTIVE
8002 x 200
8001 x 200
HANGAR 1853
HANGAR 1854
ELEV 25
PASSENGER TERMINAL
BASE OPS
WX
350 x 200
1000 x 200
ELEV 16
#5
188.0°
#6
FIRE STATION
#4
#3
HANGAR 3260
7137 x 200
ELEV 29
#2
#1
008.0°
AREA CHARLIE
HOT CARGO
CONTROL TOWER
116
FIELD ELEV 28
AREA ALPHA
HOT CARGO
WHEN RWY 1-19
ACTIVE
070.0°
ELEV 23
CAL-2
7L
7R
ELEV 24
ELEV 28
Rwy 1-19
PCN 44 F/B/W/T
Rwy 7L-25R
PCN 48 R/C/W/T
Rwy 7R-25L
PCN 50 F/B/W/T
30°21'N
CAL-3
87°20'W

PENSACOLA NAS (FORREST SHERMAN FLD) (NPA)(KNPA) N 6 SW UTC−6(−5DT) **NEW ORLEANS**
N30°21.20′ W87°19.08′ **H–7E, 8G, L–21C, 22H**
28 B NOTAM FILE PNS Not insp. **DIAP, AD**

RWY 07L–25R: H8002X200 (ASPH) PCN 48 R/C/W/T HIRL
RWY 07L: ALSF1 OLS. **RWY 25R:** OLS.
RWY 07R–25L: H8001X200 (ASPH) PCN 50 F/B/W/T HIRL
RWY 07R: OLS. **RWy 25L:** OLS.
RWY 01–19: H7137X200 (ASPH) PCN 44 F/B/W/T HIRL
RWY 01: OLS. **RWY 19:** OLS.
ARRESTING GEAR/SYSTEM
RWY 07L HOOK E28(B) (1200′) HOOK E28(B) (1300′) **RWY 25R**
RWY 07R HOOK E28(B) (1300′) HOOK E28(B) (1450′) **RWY 25L**
RWY 01 HOOK E28(B) (1544′) HOOK E28(B) (1100′) **RWY 19**

MILITARY SERVICE: LGT Mobile OLS 3.25° avbl all rwy. **A–GEAR** Short fld arresting gear de–rigged, long fld rigged. 15 min notice for short fld arrestment. **JASU** 5(NC–8) 6(GTC–85 Navy F4 emerg start only) 3(NCPP–105). **FUEL** J5, J8 J5 limited and requires prior arrangement.
FLUID SP LHOX LOX OXRB Acft nitrogen and oxygen svc avbl 1400–2200Z‡ weekends and holidays.
OIL O–128–148–156 **TRAN ALERT** Tran svc avbl Mon–Fri 1300–0500Z‡, Sat 1600–2330Z‡, Sun 1900–0230Z‡ and holidays by NOTAM, other times no tran acft authorized. Expect extensive servicing delays during tran alert hr.
MILITARY REMARKS: Opr Mon–Fri 1300–0500Z‡, Sat 1600–2330Z‡, Sun 1900–0230Z‡, holidays by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR all acft except AIREVAC. Ctc Base OPS for PPR number DSN 922–2431, C850–452–2431. **CAUTION** Expect simultaneous opr during dual rwy ops. Intense VFR training tfc vicinity Saufley Fld NOLF. Extensive flight training. Ponding occurs after moderate to heavy rain at all rwy intersection and hold short areas. **TFC PAT** Ldg/taxi light required all ldg when weather conditions permit. Wheels Watch not on station. Reduced rwy separation standard in effect Chief of Naval Air Training acft only. Multiple apch severely limited during single rwy opr. **NS ABTMT** Req all acft remain at or abv 500′ and 0.5 NM off–shore from Navarre Beach to west of Johnson Beach due to nesting of protected species Apr–Oct. **CSTMS/AG/IMG** Customs, Agriculture, avbl if prior arrangements made with minimum 48 hr advance notice.
COMMUNICATIONS: SFA **ATIS** 124.35 266.8 (Mon–Fri 1300–0500Z‡, Sat 1400–2200Z‡, Sun & holidays 2000–0400Z‡)
Ⓡ **APP CON** 120.05 120.65 270.8
SHERMAN TOWER 120.7 340.2 (Mon–Fri 1300–0500Z‡, Sat 1600–2330Z‡, Sun 1900–0230Z‡, holidays by NOTAM) **SHERMAN GND CON** 121.7 336.4 **SHERMAN CLNC DEL** 134.1 268.7 (Dep acft ctc CLNC DEL prior to taxi.)
Ⓡ **DEP CON** 120.65 270.8
PMSV METRO 359.6 **SHERMAN BASE OPS** 312.1
AIRSPACE: CLASS C svc Mon–Fri 1300–0500Z‡, Sat 1600–2200Z‡, Sun 2000–0400Z‡ and holidays, other times ctc **APP CON** other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE NPA.
(L) TACAN Chan 119 NPA (117.2) N30°21.48′ W87°18.99′ at fld. 24/1E. Opr only during fld opr hr. TACAN unusable:
030–050° blo 2500′ 051°–230° byd 30 NM blo 1500′
231°–029° byd 30 NM blo 2500′
SAUFLEY (L) VOR 108.8 NUN N30°28.33′ W87°20.15′ 172° 7.2 NM to fld. NOTAM FILE PNS.
ILS 109.3 I–NPA Rwy 07L.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

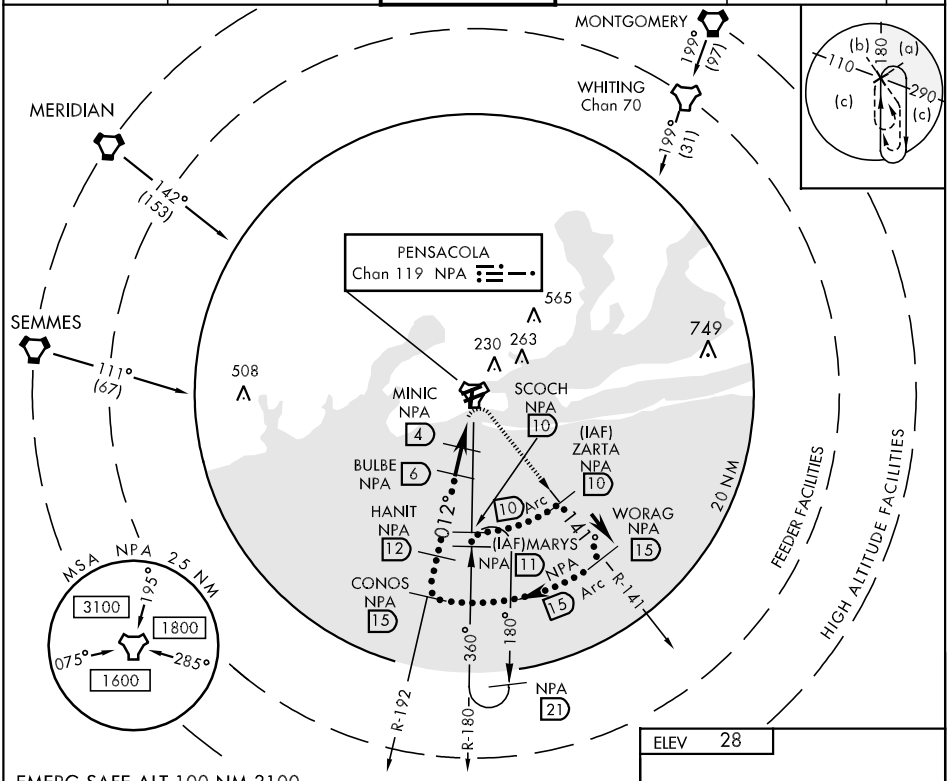
HI-TACAN RWY 1

TACAN	NPA	APCH CRS	Rwy ldg	7137
Chan	119	012°	TDZE	28
			Arpt Elev	28

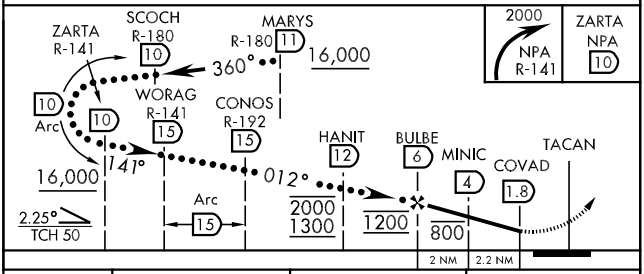
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing right turn to 2000 via NPA TACAN R-141 to ZARTA, NPA R-141/10 DME.

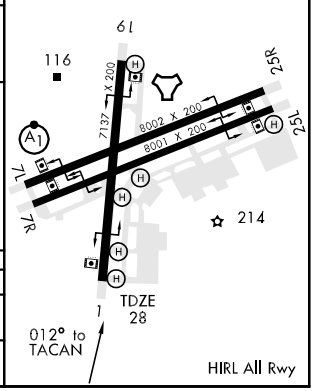
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-1	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



HI-TACAN RWY 1

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28

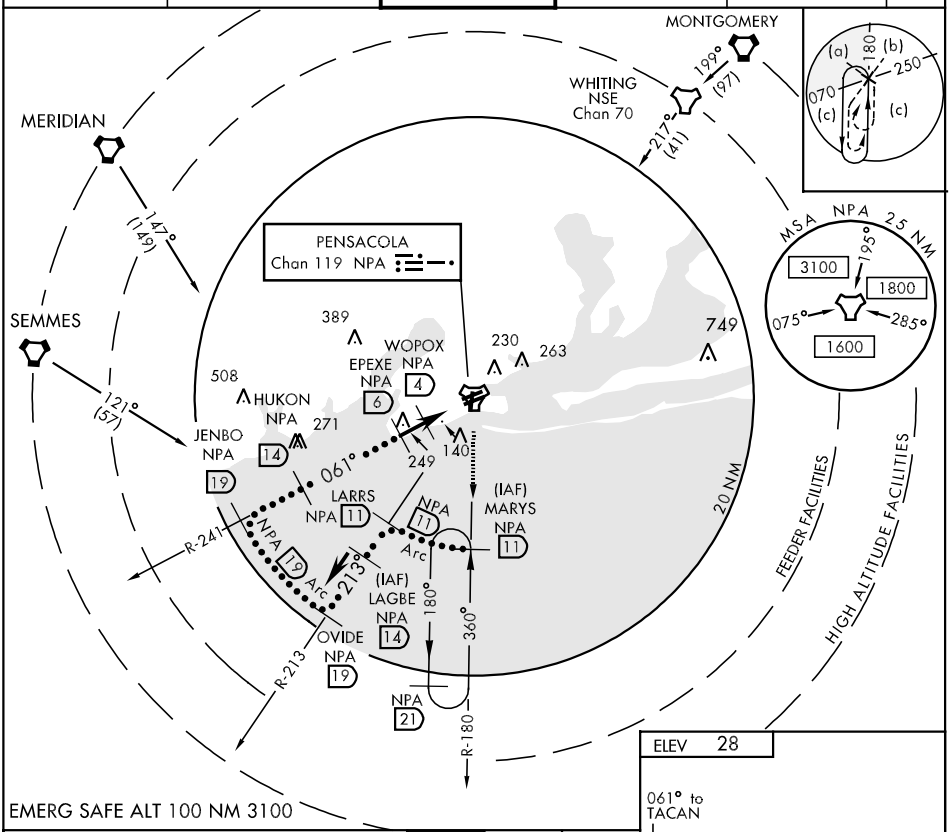
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

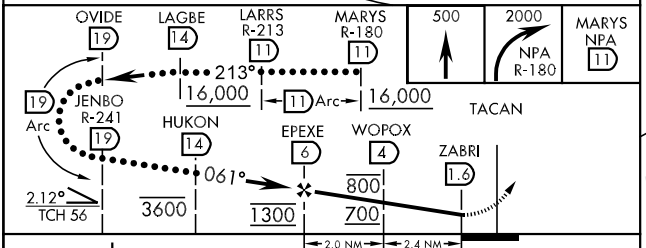
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

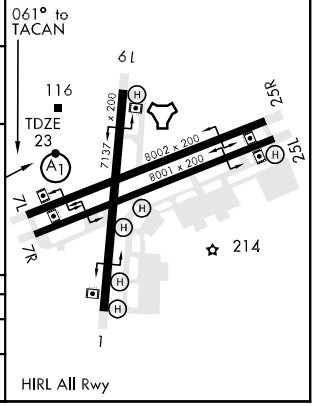
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-7L *	400-¾ 377 (400-¾)		
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

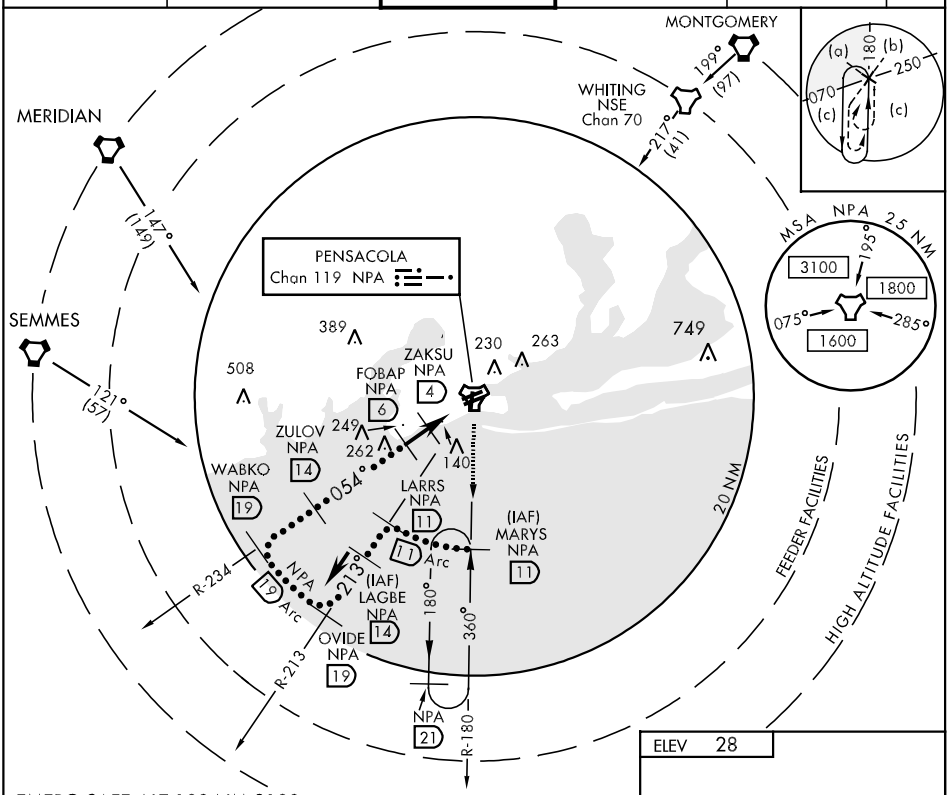
HI-TACAN RWY 7R

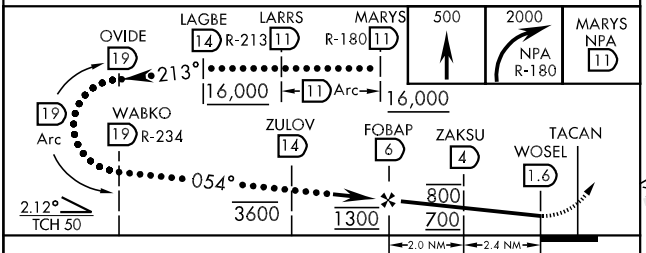
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NPA Chan 119	054°	8001	25	28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

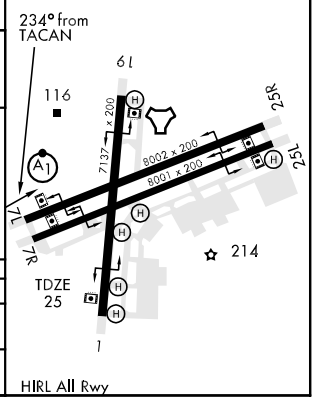
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	C	D	E
S-7R	400-1 375 (400-1)	400-1¼	375 (400-1¼)
CIRCLING	520-1½ 492 (500-1½)	580-2	552 (600-2)



SE-3, 23 SEP 2010 to 21 OCT 2010

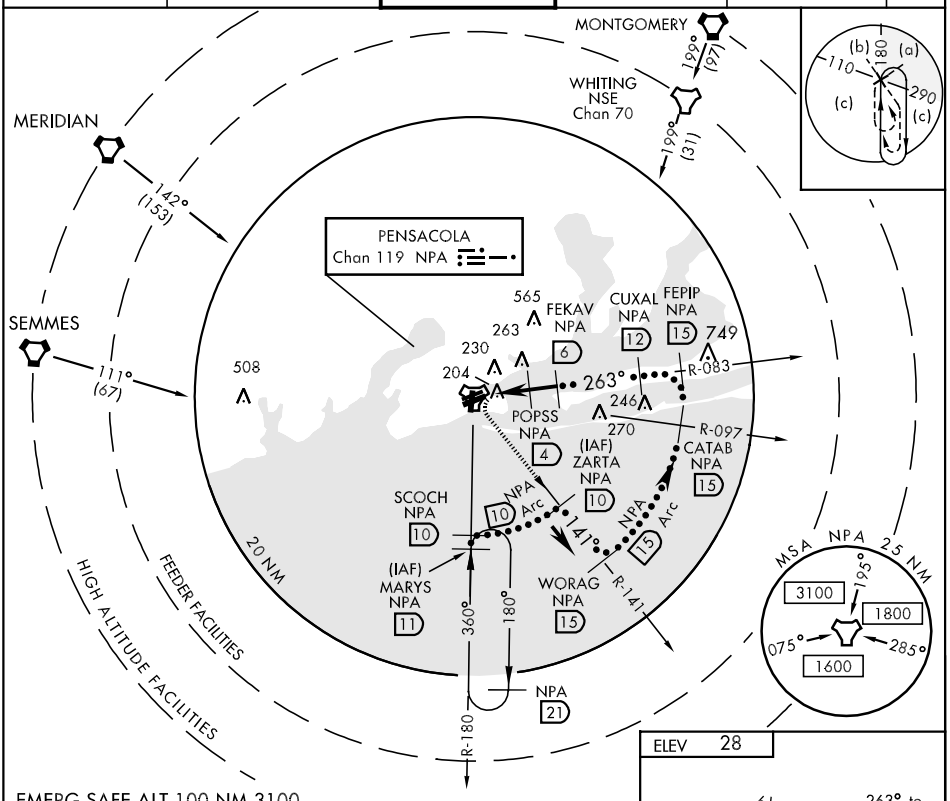
HI-TACAN RWY 25L

TACAN NPA Chan 119	APCH CRS 263°	Rwy ldg 8001 TDZE 22 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

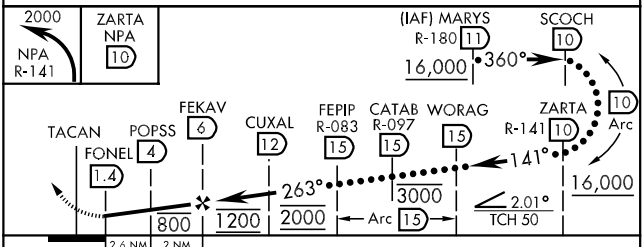
MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

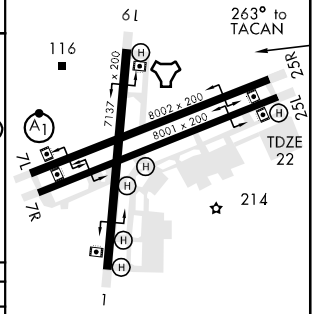
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100

ELEV 28





CATEGORY	C	D	E
S-25L	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

HI-TACAN RWY 25L

SE-3, 23 SEP 2010 to 21 OCT 2010

PENSACOLA, FLORIDA

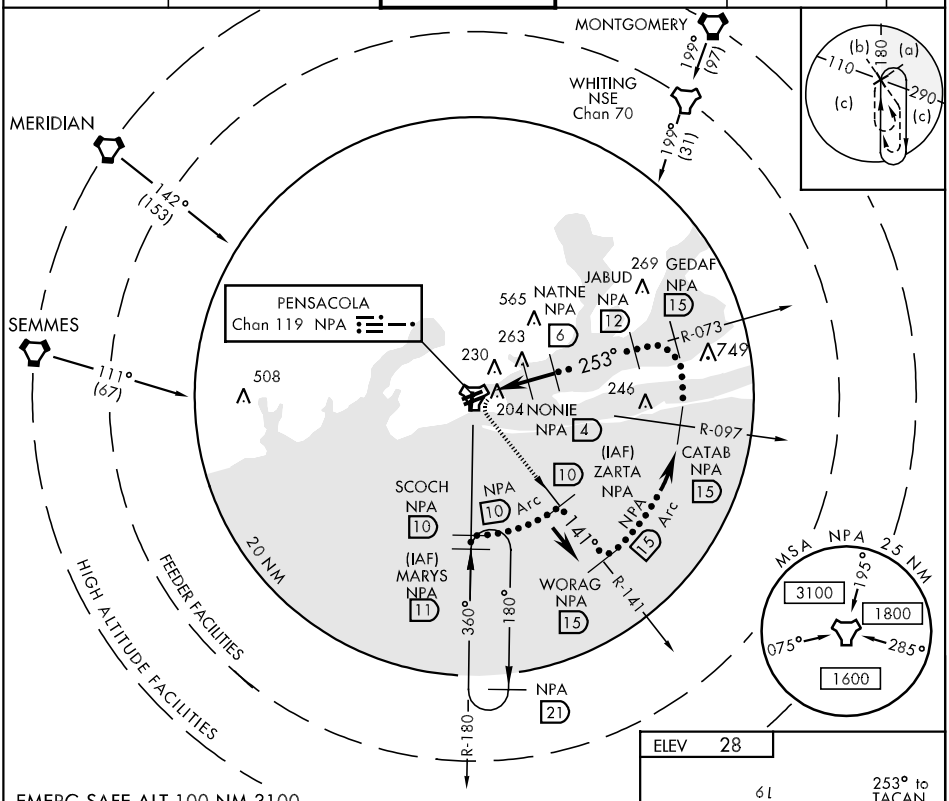
HI-TACAN RWY 25R

TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg 8002 TDZE 21 Arpt Elev 28

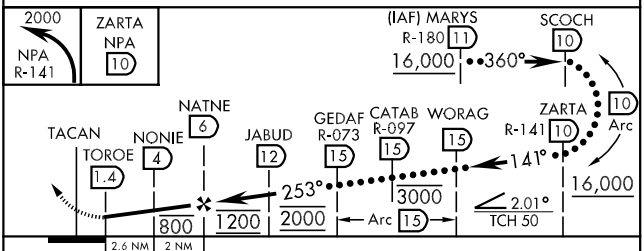
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

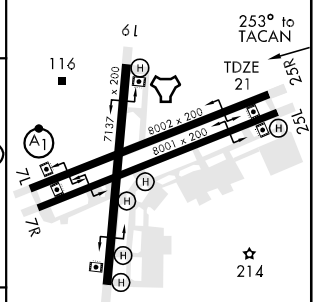
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-25R	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



PENSACOLA, FLORIDA 30°21'N-87°19'W (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

Amdt 2 09351

HI-TACAN RWY 25R

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

HI-VOR RWY 19

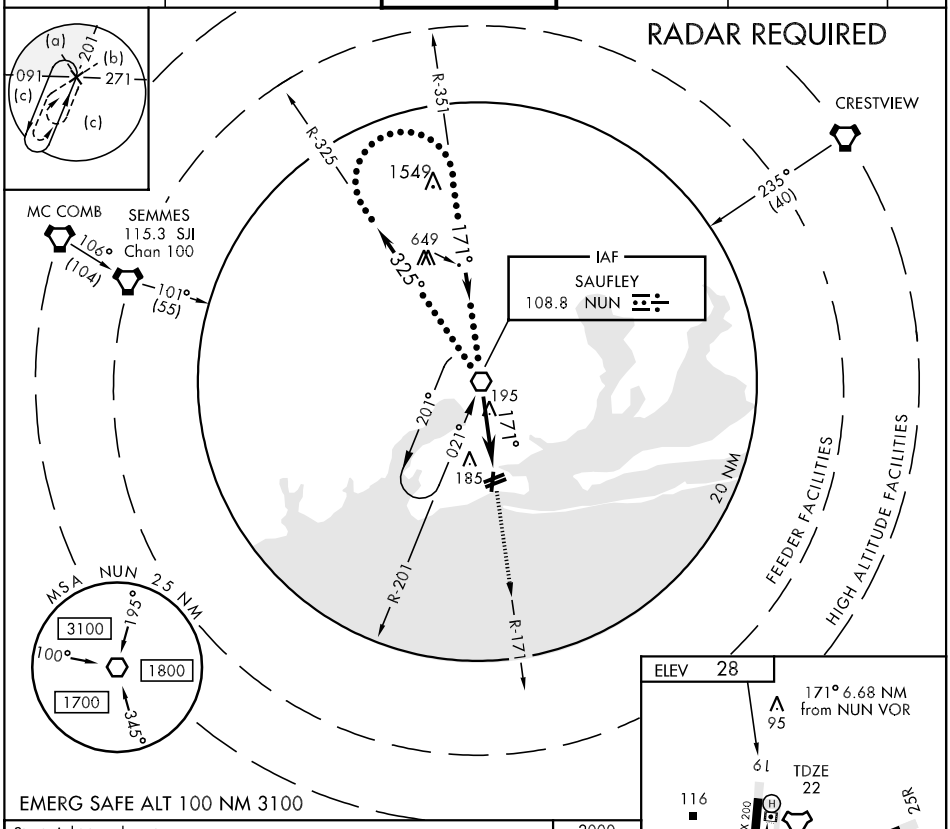
VOR NUN 108.8	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28

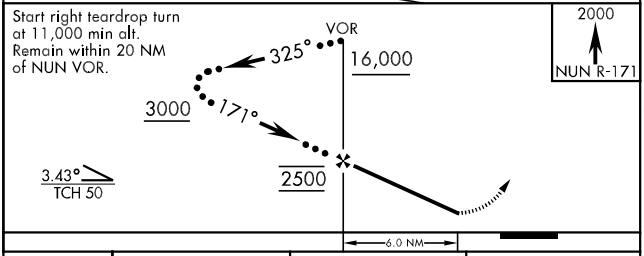
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

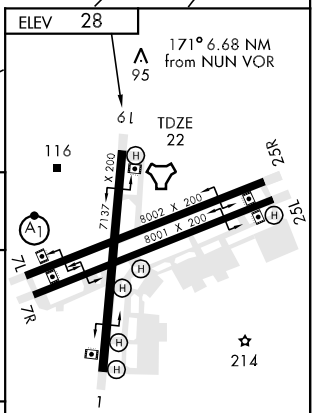
Procedure not available when Pensacola South Military Operating Area (MOA) is active.

MISSED APPROACH: Climb to 2000 via NUN R-171.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-19	480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

FAF to MAP 6.0 NM

Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Y or RNAV (GPS) RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-736 [USN]
109.3	069°	8002 / 23 / 28	

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

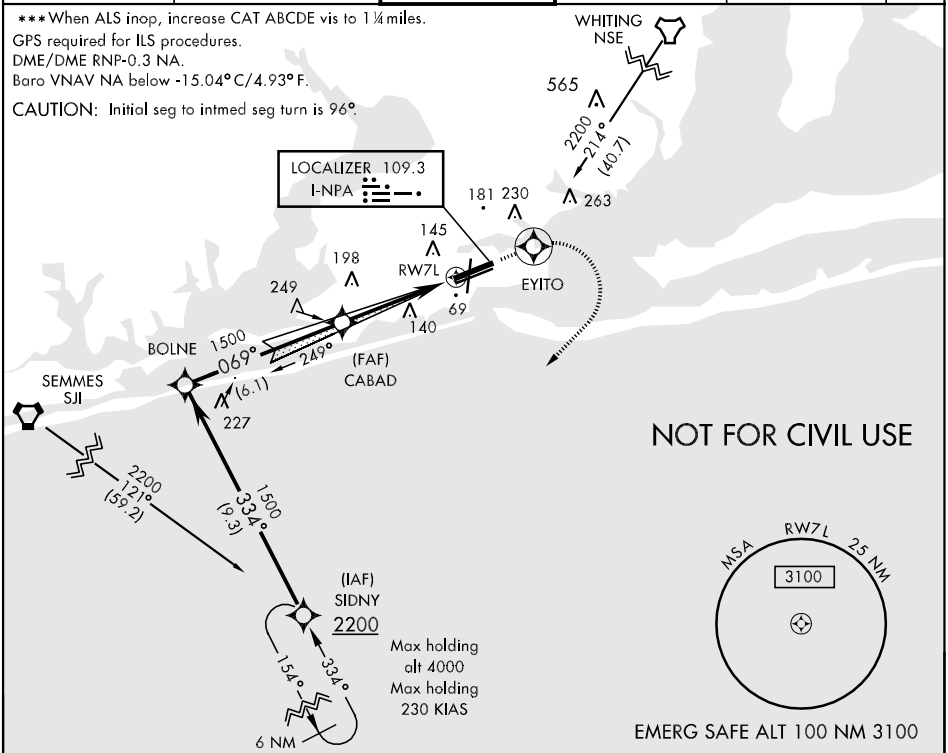
* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

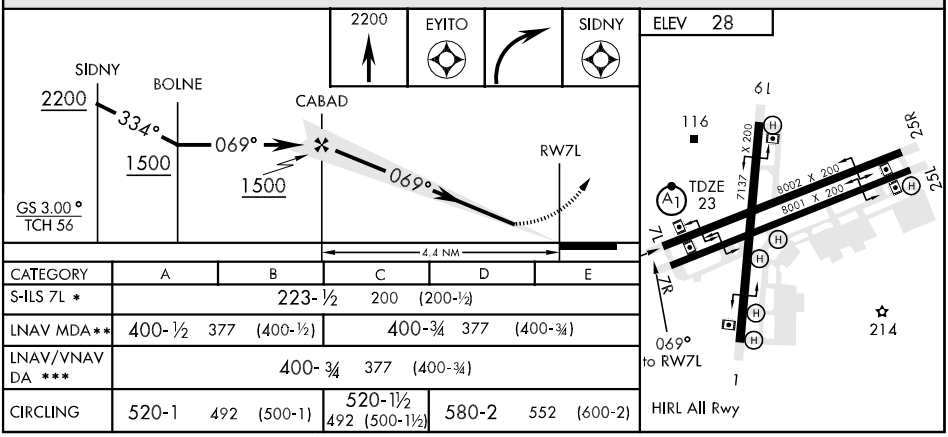
ALSF-1

MISSED APPROACH: Climb to 2200 direct EYITO, then turn right direct SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

***When ALS inop, increase CAT ABCDE vis to 1¼ miles.
GPS required for ILS procedures.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -15.04°C/4.93°F.
CAUTION: Initial seg to intmed seg turn is 96°.





CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½	200 (200-½)			
LNAV MDA**	400-½ 377 (400-½)		400-¾ 377 (400-¾)		
LNAV/VNAV DA ***	400-¾ 377 (400-¾)				
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

ILS Y or RNAV (GPS) RWY 7L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Z or LOC/DME RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg	8002
109.3	069°	TDZE	23
		Arpt Elev	28

AL-736 [USN]

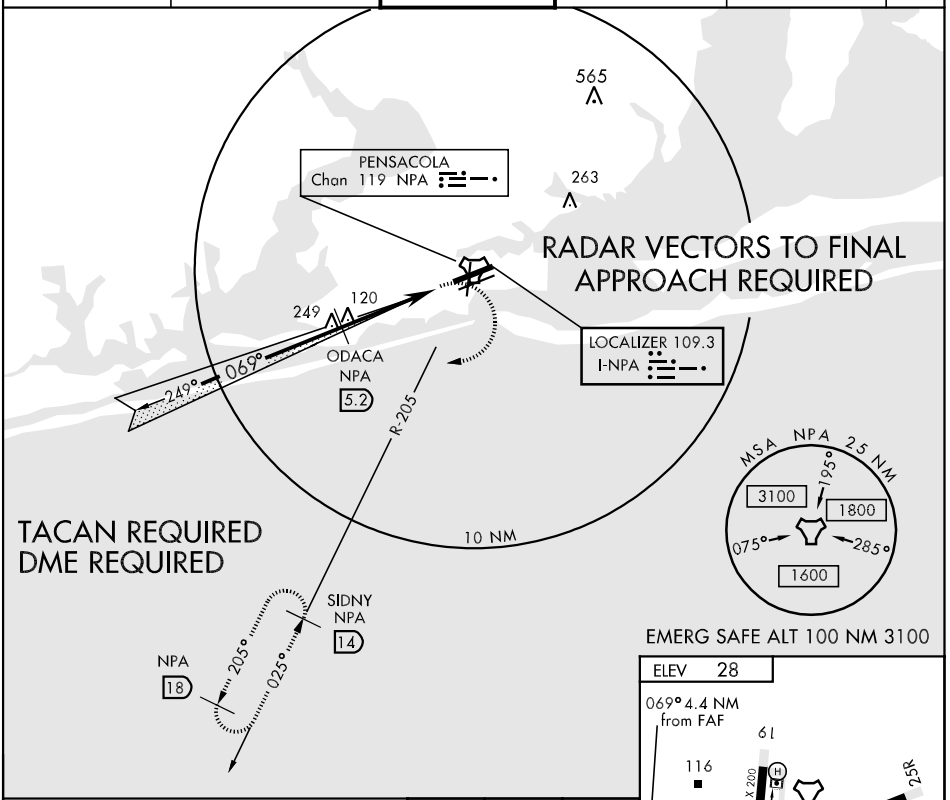
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

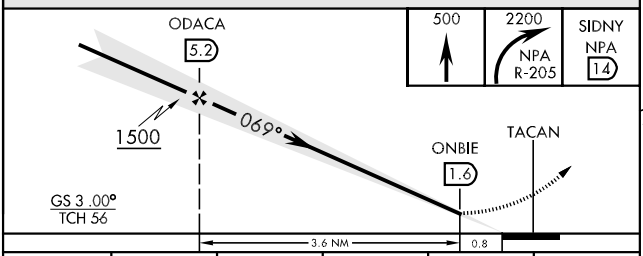
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT DE vis to 1¼ miles.

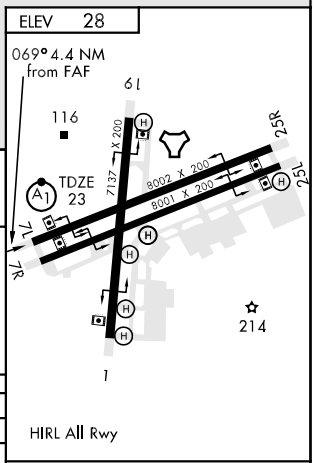
ALSF-1

MISSED APPROACH: Climb to 500. Then climbing right turn to 2200 via NPA R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½		200	(200-½)	
S-LOC/ DME 7L **	380-½	357 (400-½)	380-¾	357 (400-¾)	
CIRCLING	520-1	492 (500-1)	520-1½ 492(500-1½)	580-2	552 (600-2)

HIRL All Rwy

FAF to MAP 3 .6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	TDZE	Arpt Elev
007 °	7137	28	28

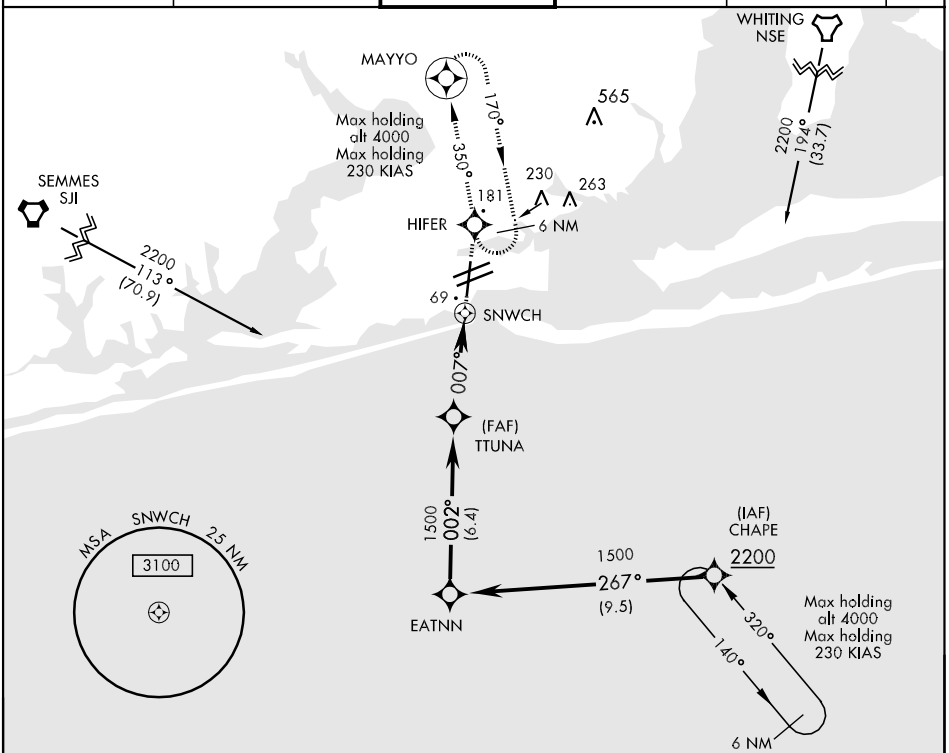
AL-736 [USN]

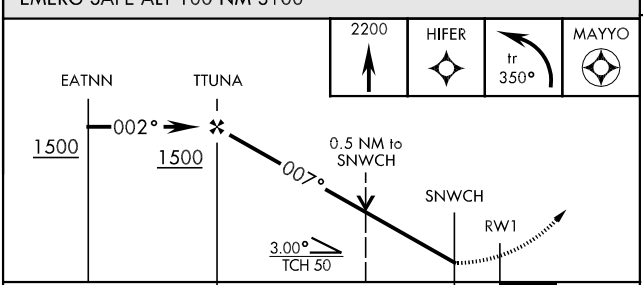
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

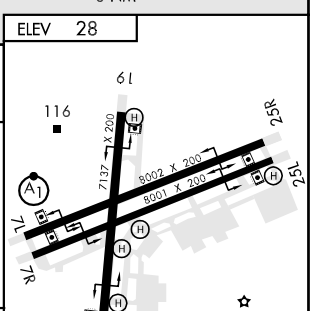
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct HIFER then via track 350° to MAYYO and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	7137
187°	TDZE	22
	Arpt Elev	28

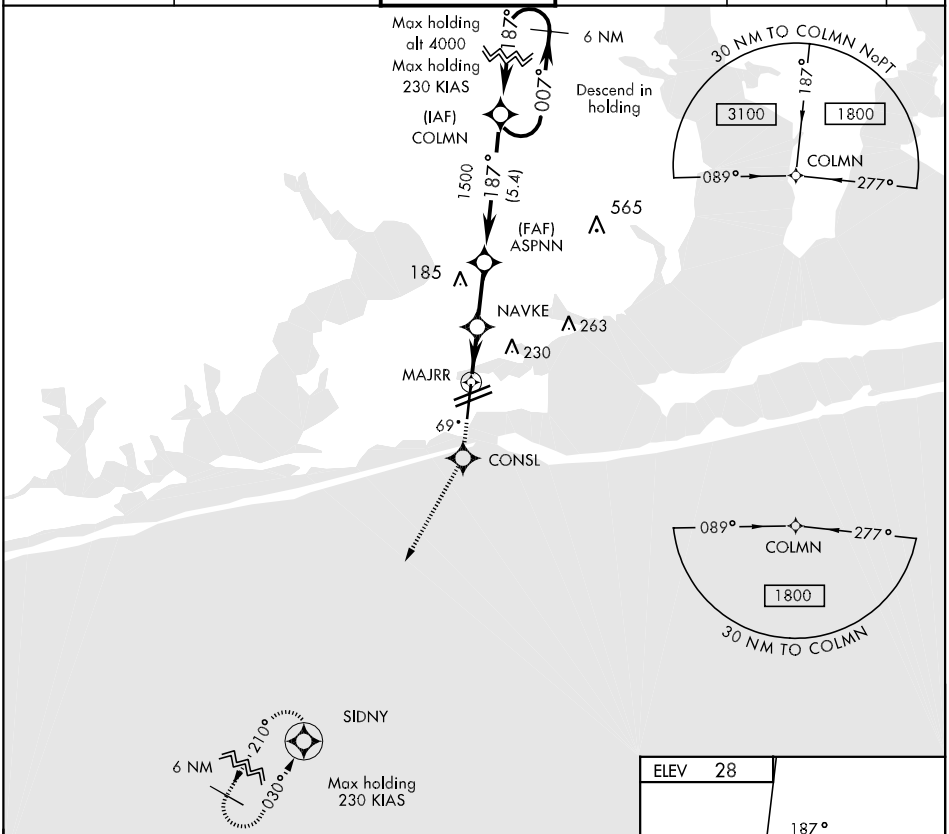
AL-736 [USN]

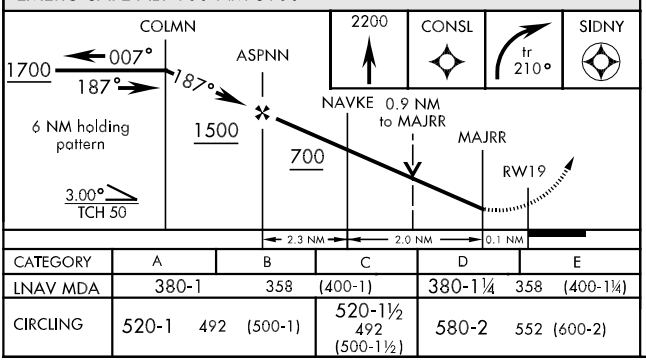
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

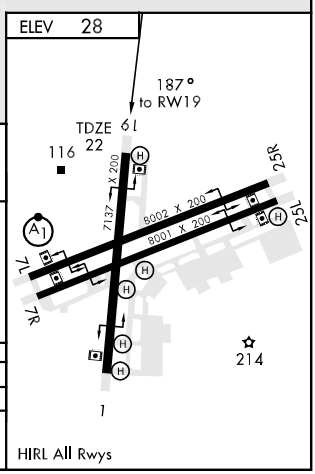
CAUTION: CAT CDE intmed seg len 5.4 NM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct CONSL, then turn right via track 210° to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
LNAV MDA	380-1	358 (400-1)		380-1¼	358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2	552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 25R

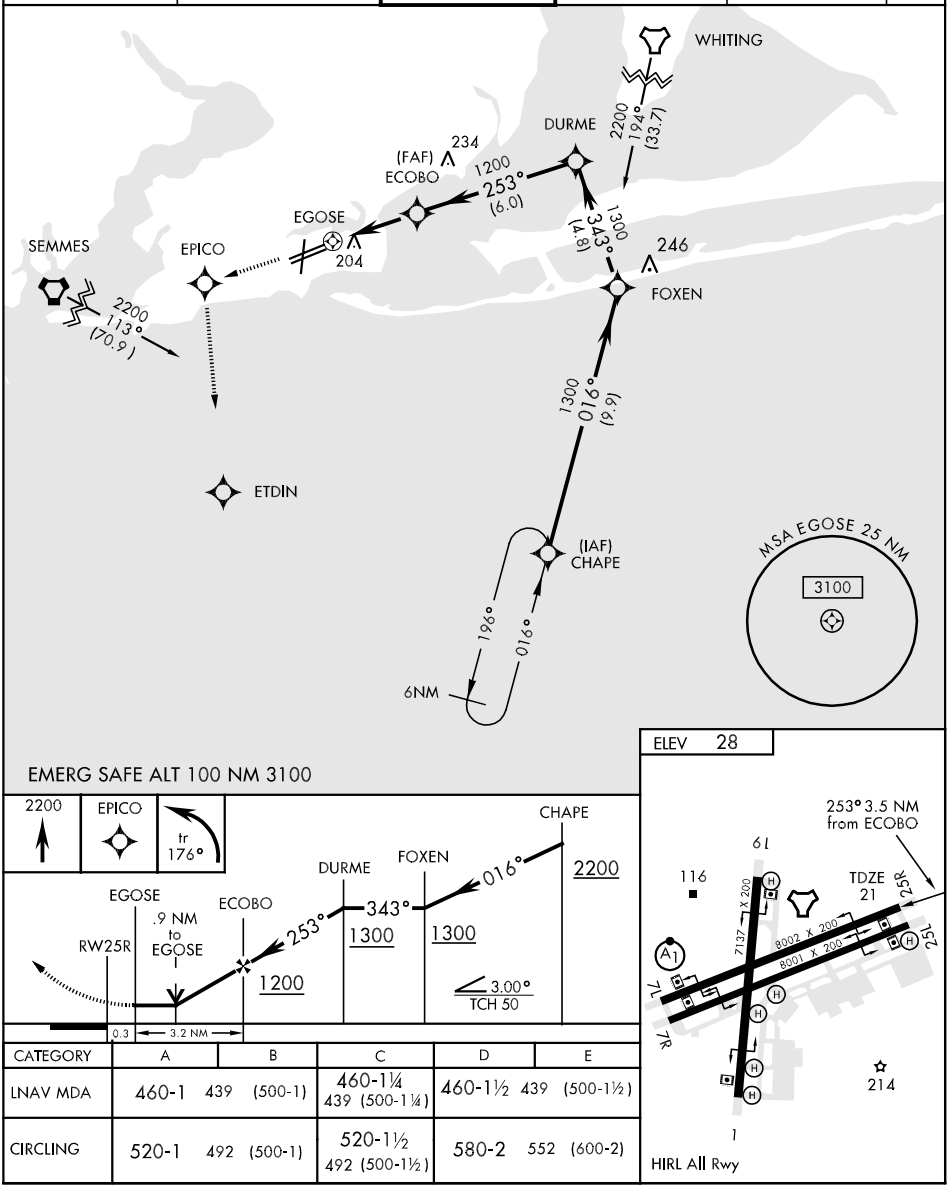
APCH CRS	Rwy Idg	TDZE	Arpt Elev
253°	8002	21	28

AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. Max missed approach speed 265 KIAS.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D	E
LNAV MDA	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

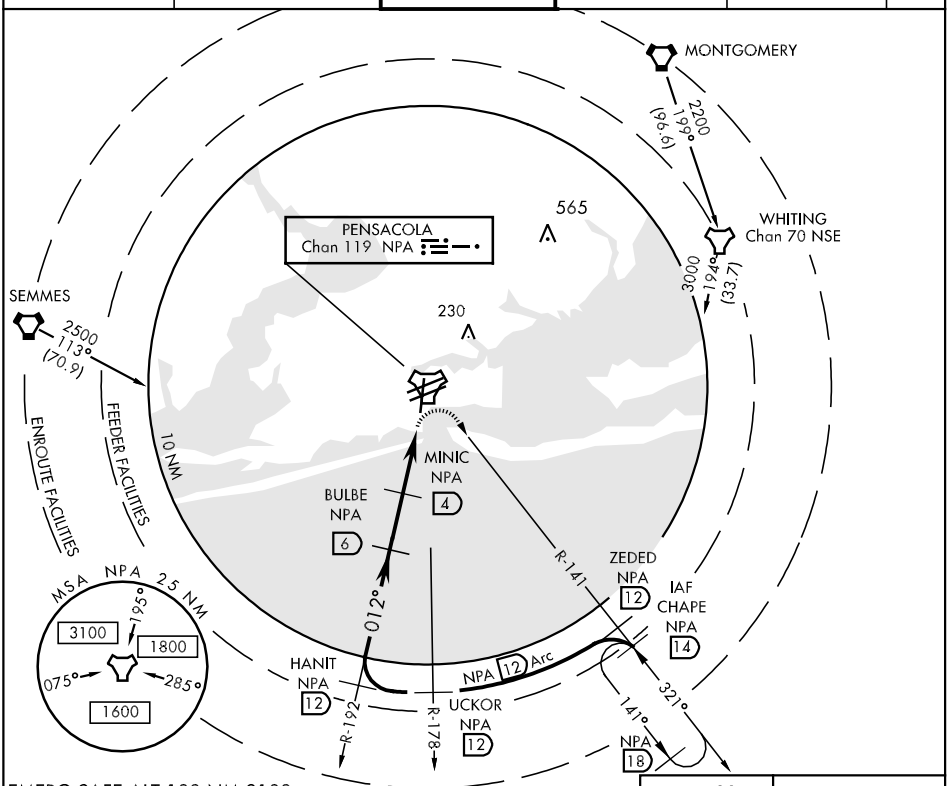
TACAN RWY 1

TACAN NPA Chan 119	APCH CRS 012°	Rwy Idg 7137 TDZE 28 Arpt Elev 28	AL-736 [USN]

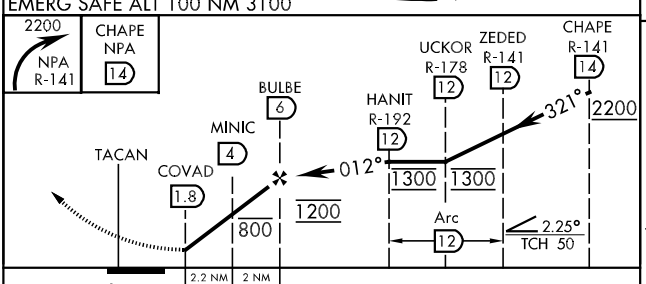
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

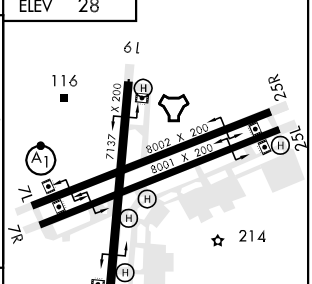
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



ELEV 28



CATEGORY	A		B	C	D
S-1	460-1	432	(500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy Idg 8002 TDZE 23 Arpt Elev 28	AL-736 [USN]

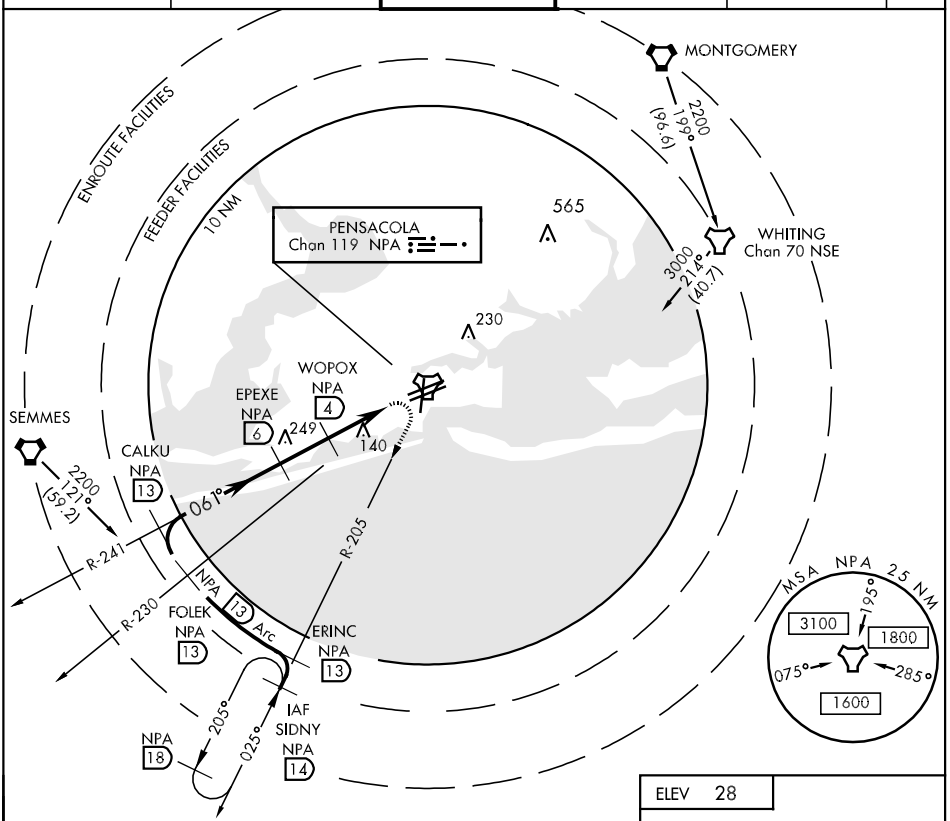
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

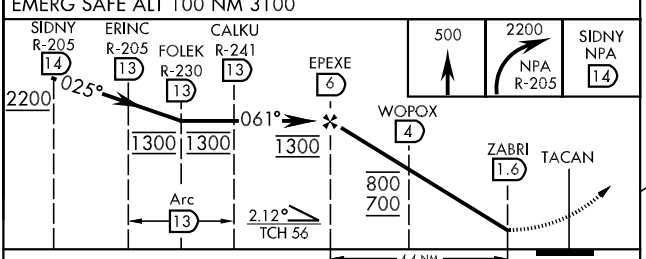
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D vis to 1¼ miles.

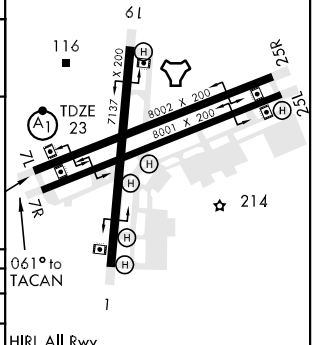
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B	C	D
S-7L *	400-½	377	(400-½)	400-¾ 377 (400-¾)	
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

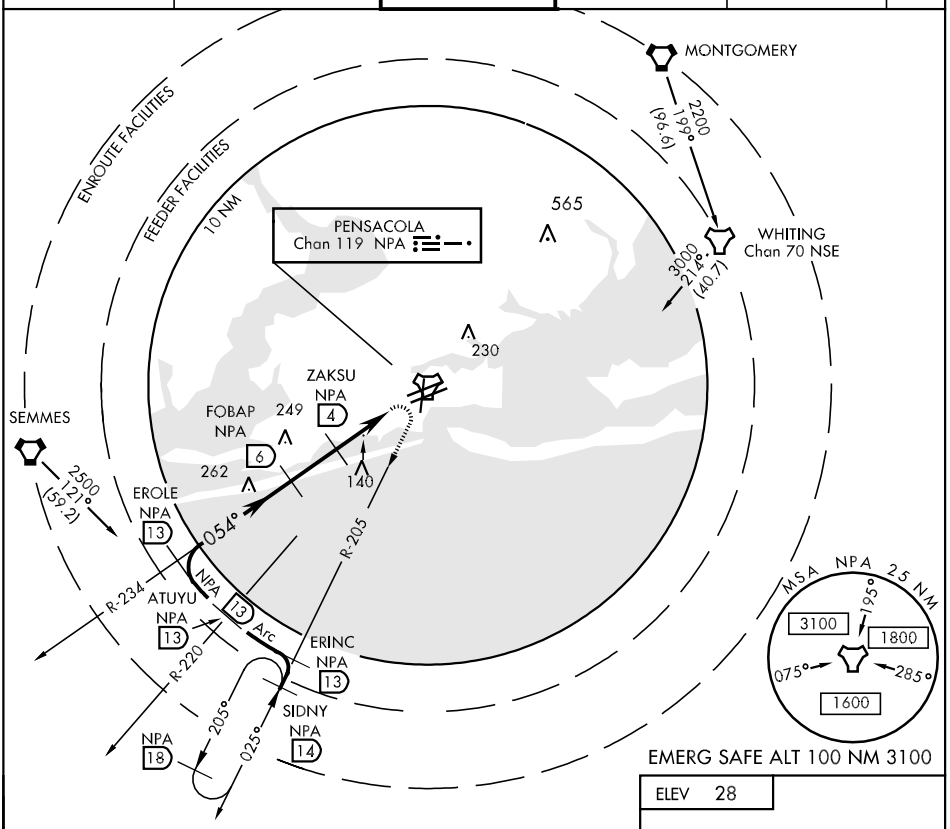
TACAN RWY 7R

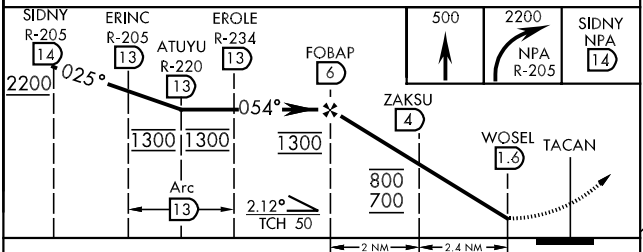
TACAN NPA Chan 119	APCH CRS 054°	Rwy Idg 8001 TDZE 25 Arpt Elev 28	AL-736 [USN]

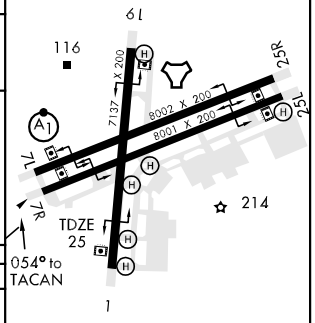
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-7R	400-1	375 (400-1)		400-1¼ 375 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 19

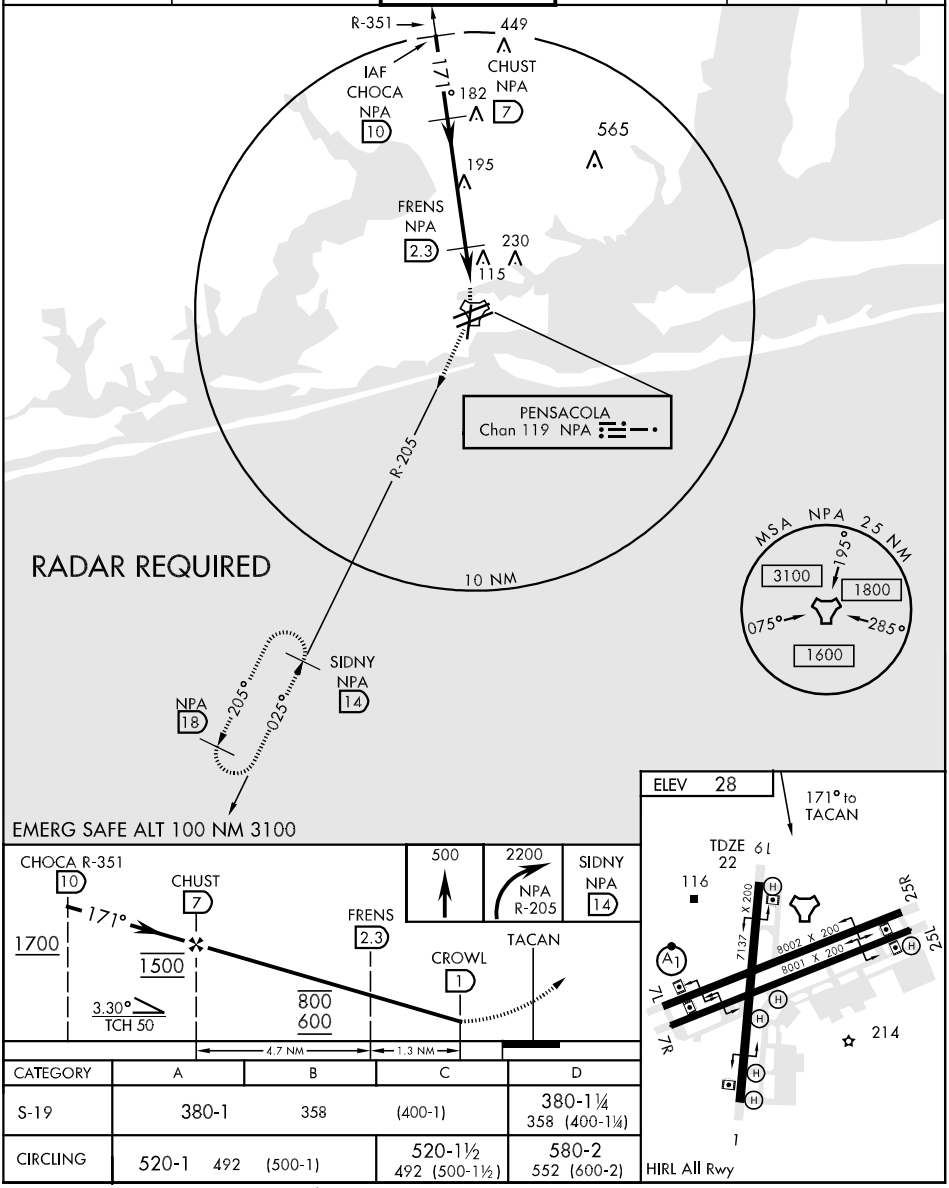
TACAN NPA Chan 119	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: Intmed seg len is 3.0 NM.

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D
S-19	380-1	358	(400-1)	380-1¼ 358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

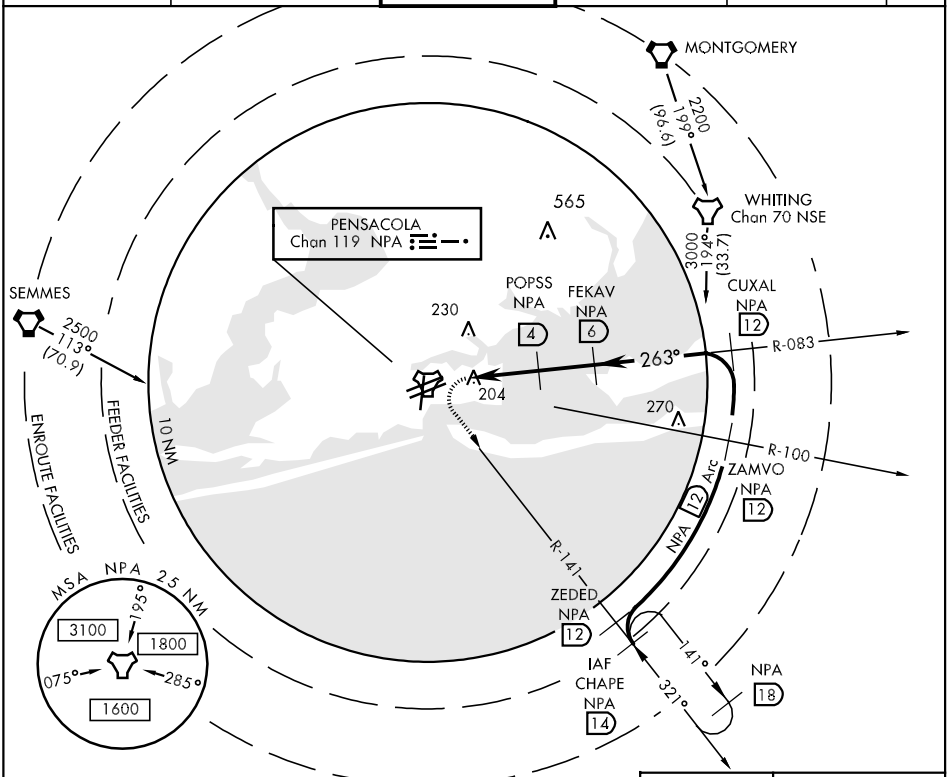
TACAN RWY 25L

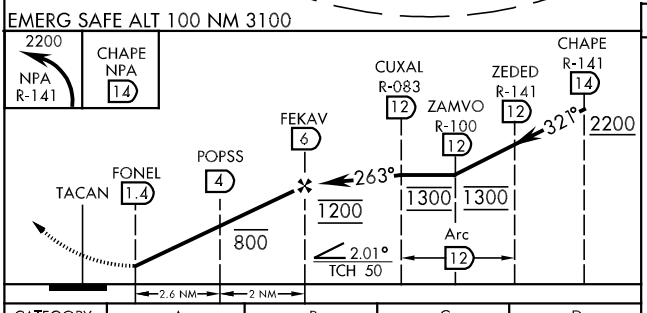
TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 TDZE 22 Arpt Elev 28	AL-736 [USN]

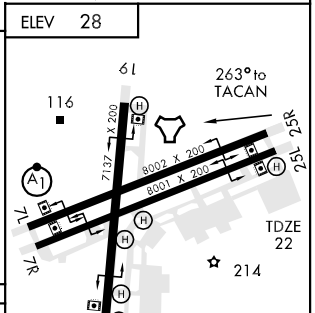
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B	C	D
S-25L	460-1	438	(500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

30°21′N-87°19′W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)
TACAN RWY 25L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

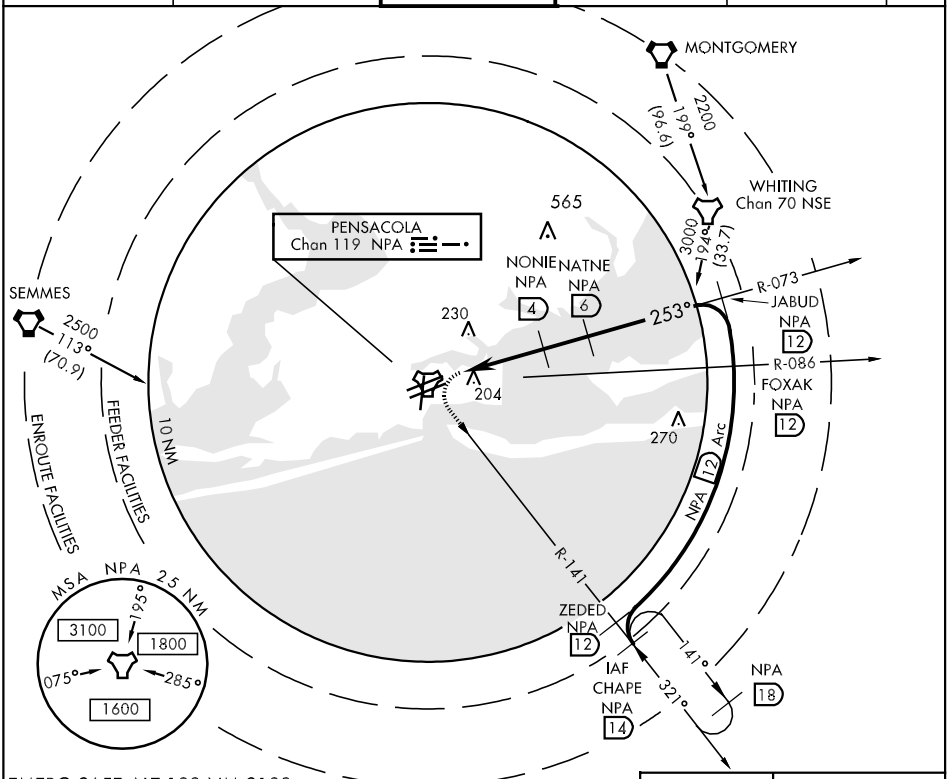
TACAN RWY 25R

TACAN NPA Chan 119	APCH CRS 253°	Rwy Idg 8002 TDZE 21 Arpt Elev 28	AL-736 [USN]

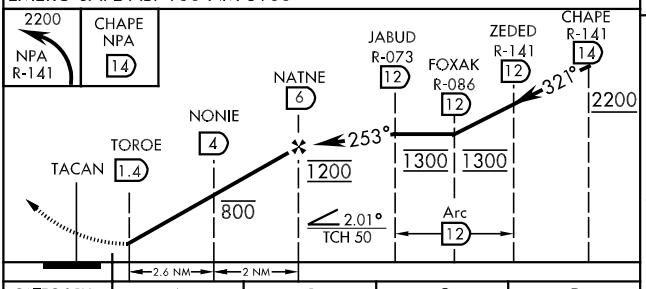
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

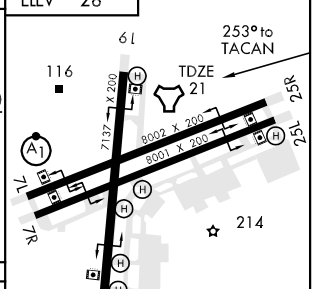
MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





HIRL All Rwy

CATEGORY	A		B	C	D
S-25R	460-1	439	(500-1)	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

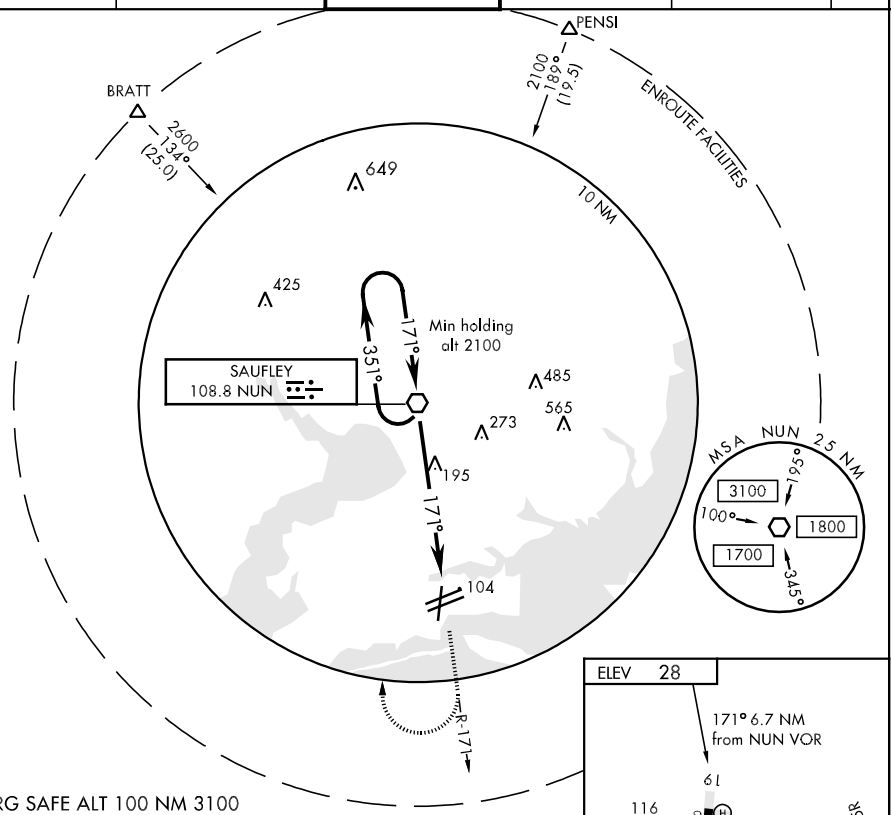
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

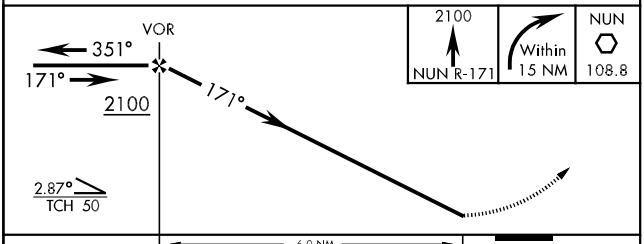
VOR RWY 19

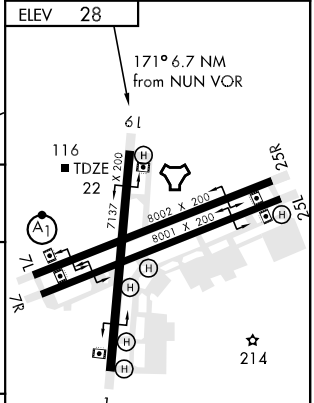
VOR NUN 108.8	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 2100 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-19	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

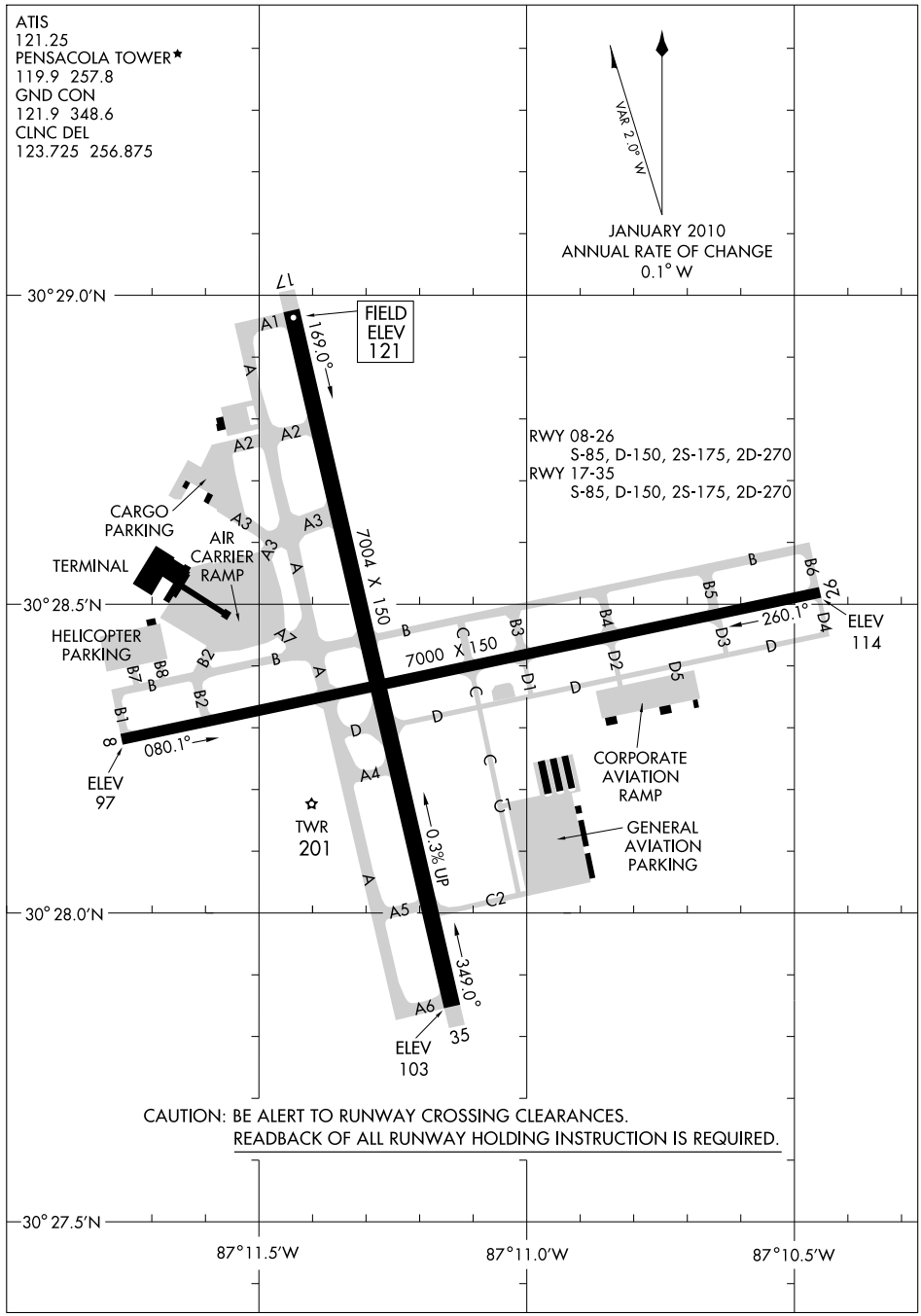
FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA GULF COAST RGNL (PNS)
PENSACOLA, FLORIDA



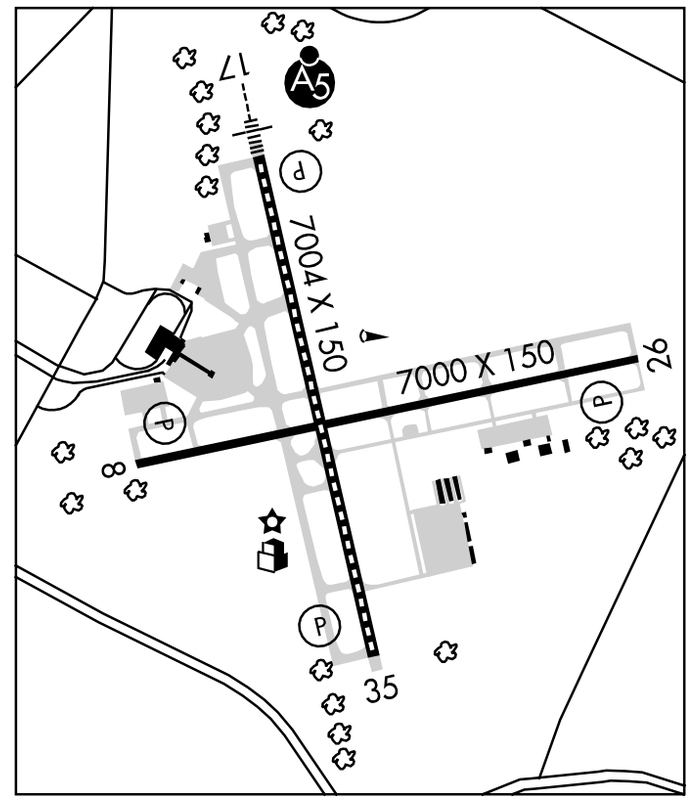
SE-3, 23 SEP 2010 to 21 OCT 2010

PENSACOLA

PENSACOLA GULF COAST RGNL (PNS) 3 NE UTC−6(−5DT) N30°28.41′ W87°11.20′

NEW ORLEANS
H–7E, 8G, L–21C, 22H
IAP, AD

121 B S4 **FUEL** 100, 100LL, JET A OX 1 TPA—1121(1000) LRA
Class I, ARFF Index C NOTAM FILE PNS



RWY 17–35: H7004X150 (CONC–GRVD) S–85, D–150, 2S–175, 2D–270 HIRL CL 0.3% up N
RWY 17: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 47′. P-line.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 08–26: H7000X150 (ASPH) S–85, D–150, 2S–175, 2D–270 HIRL
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
AIRPORT REMARKS: Attended continuously. Black hole illusion exist during Rwy 26 apch at night. Fixed wing VFR departures proceed to arpt boundary before turning unless otherwise directed by ATC. Rwy 08 is preferred dep rwy. Turbojet powered acft with a maximum certified tkf weight over 75,000 lbs should execute the standard noise abatement departure profile for all departures in accordance with FAA AC 91–53. Helicopter ldg ctc 850–438–6056. Helicopter parking is located SW of air carrier ramp on the asph ramp. Large numbers of birds on and invof arpt. Rwy 08 has 5′ radar reflector 1651′ from thld. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats or for unscheduled acft greater than 65,000 lbs gross weight call 850–436–5000. Run–up pad for piston acft located on twy D between twy D1 and twy C. Face nose of acft south. All other acft run–up info, ctc ops at 850–436–5000. Twy C south of Rwy 08–26, Twy C1, Twy C2, Twy D east of Rwy 17–35, Twy D1, Twy D2, Twy D3, Twy D4 and Twy D5 are only 35′ wide and are clsd to acft with a wingspan larger than 79′. Rwy 35 RVR touchdown. When twr clsd, ACTIVATE HIRL Rwy 17–35 and HIRL Rwy 08–26, MALSR Rwy 17—CTAF. PAPI Rwy 08, Rwy 26 and Rwy 35 on continuously. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (850) 436–4799. LAWRS. LLWAS. Unmonitored 0500–1130Z‡.
COMMUNICATIONS: CTAF 119.9 **ATIS** 121.25 **UNICOM** 122.95
RCO 122.6 122.2 (GAINESVILLE RADIO)
Ⓡ **APP/DEP CON** 120.05 (160°–250°) 119.0 (340°–159°) 118.6 (251°–339°)
TOWER 119.9 (1130–0500Z‡) **GND CON** 121.9 **CLNC DEL** 123.725
AIRSPACE: CLASS C 1130–0500Z‡, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′ 228° 33.7 NM to fld. 255/03E. **HIWAS.**
SAUFLEY (L) VOR 108.8 NUN N30°28.33′ W87°20.15′ 088° 7.7 NM to fld. NOTAM FILE PNS.
PICKENS NDB (MHW) 326 PKZ N30°26.22′ W87°10.70′ 348° 2.2 NM to fld. NOTAM FILE PNS.
ILS/DME 111.1 I–PNS Chan 48 Rwy 17. Class IA. ILS unmonitored during hrs twr is clsd.
ILS/DME 110.95 I–PHC Chan 46(Y) Rwy 26.

LOC/DME I-PNS	APP CRS	Rwy Idg 7004
111.1	166°	TDZE 121
Chan 48		Apt Elev 121

ILS or LOC RWY 17

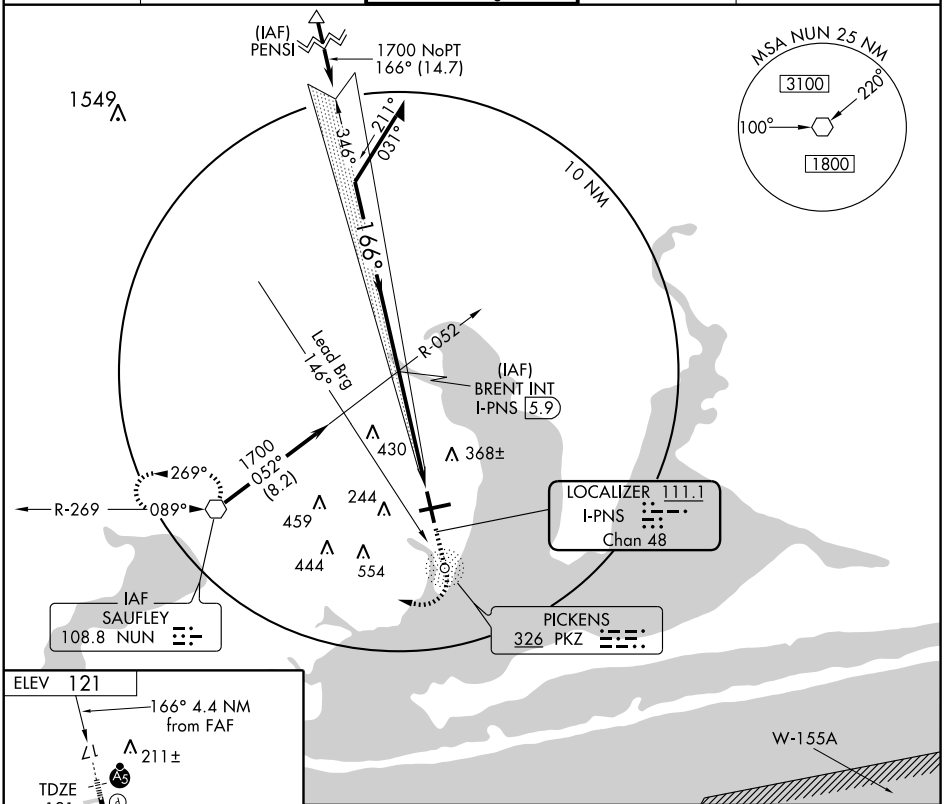
PENSACOLA GULF COAST RGNL (PNS)

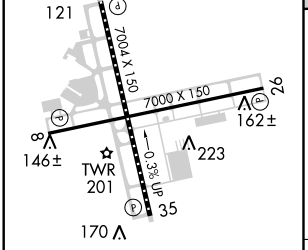
CAUTION: Intensive VFR Student Training all quadrants.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

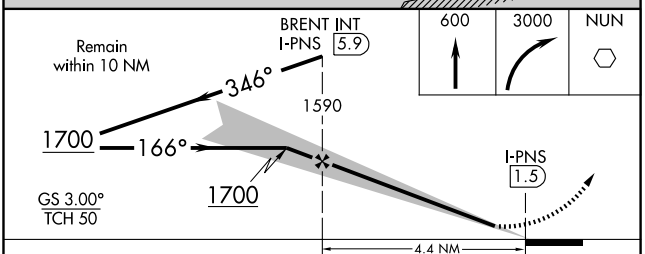
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER *	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 17	* 321/24 200 (200-½)			
S-LOC 17	640/24 519 (600-½)		640/50 519 (600-1)	640/60 519 (600-1¼)
CIRCLING	640-1 519 (600-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

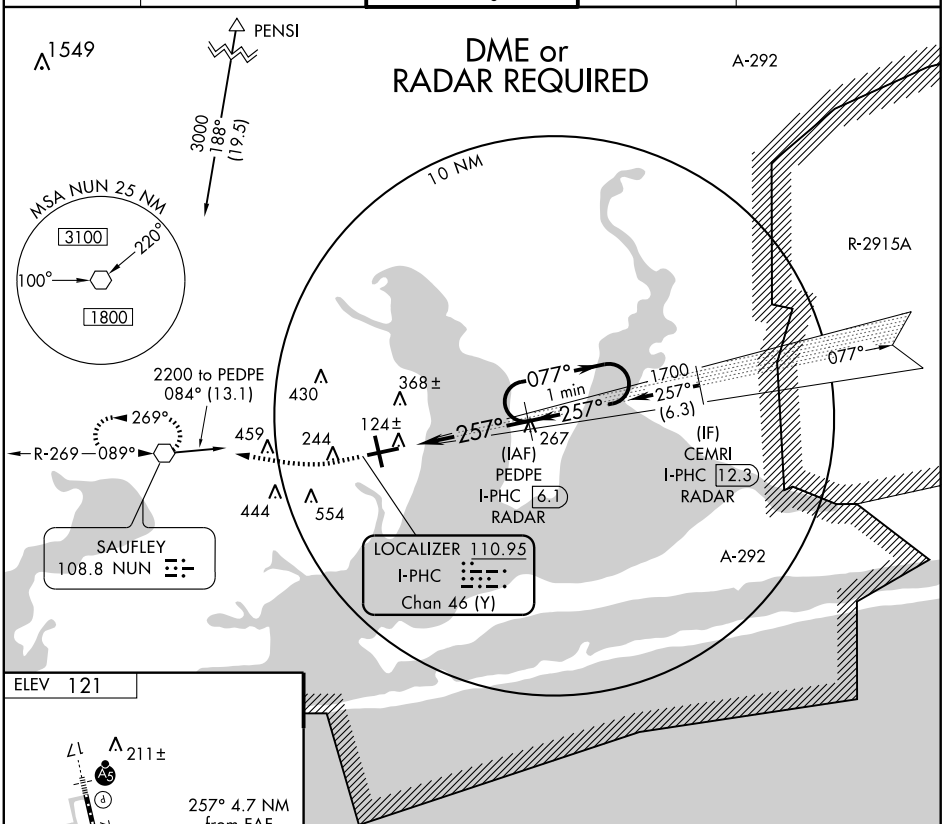
LOC/DME I-PHC	APP CRS	Rwy Idg	7000
110.95	257°	TDZE	114
Chan 46 (Y)		Apt Elev	121

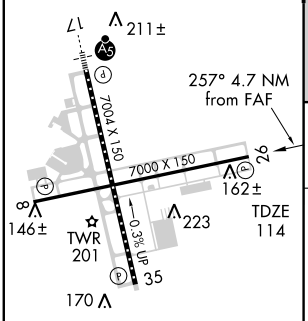
LOC RWY 26

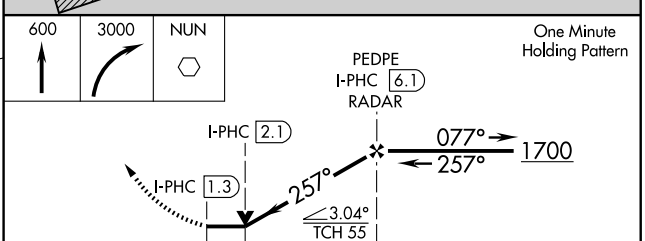
PENSACOLA GULF COAST RGNL (PNS)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-26	420-1 306 (300-1)			
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB PKZ 326	APP CRS 346°	Rwy Idg 7004 TDZE 103 Apt Elev 121

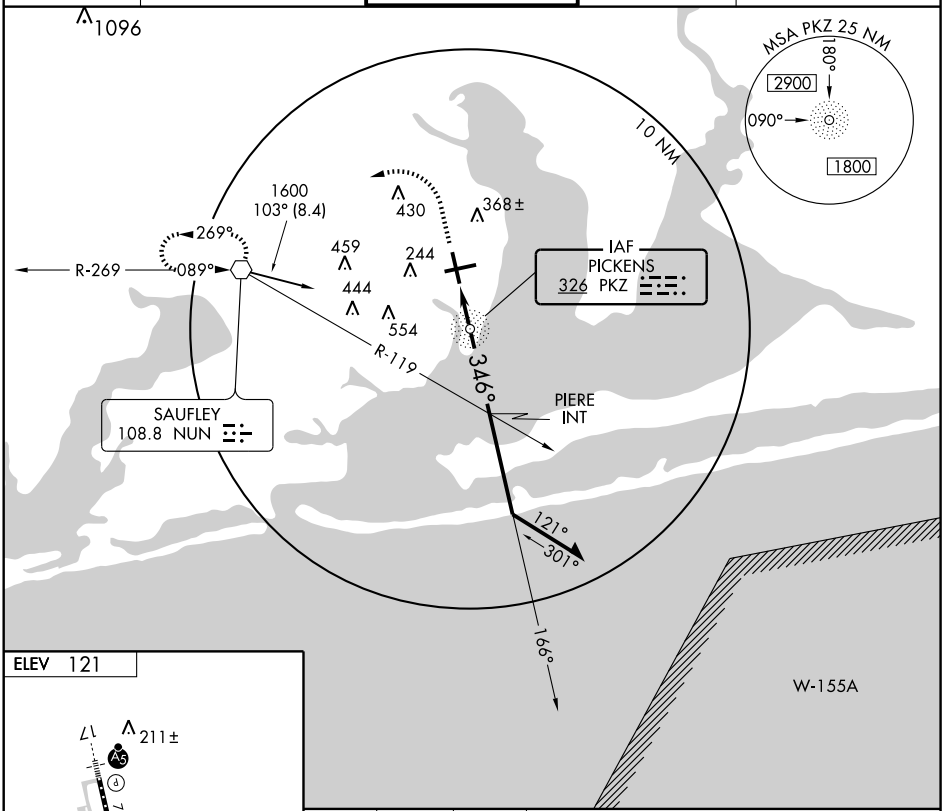
NDB RWY 35

PENSACOLA GULF COAST RGNL (PNS)

CAUTION: Bay Bridge 3 miles south of airport may be mistaken for runway lights.
CAUTION: Intensive VFR Student Training all quadrants.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NUN VOR and hold.

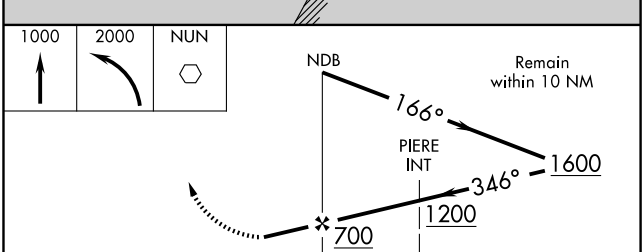
ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-35	500-1 397 (400-1)			500-1¼ 397 (400-1¼)
CIRCLING	540-1 419 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7000
CH 86219	077°	TDZE	95
W08A		Apt Elev	121

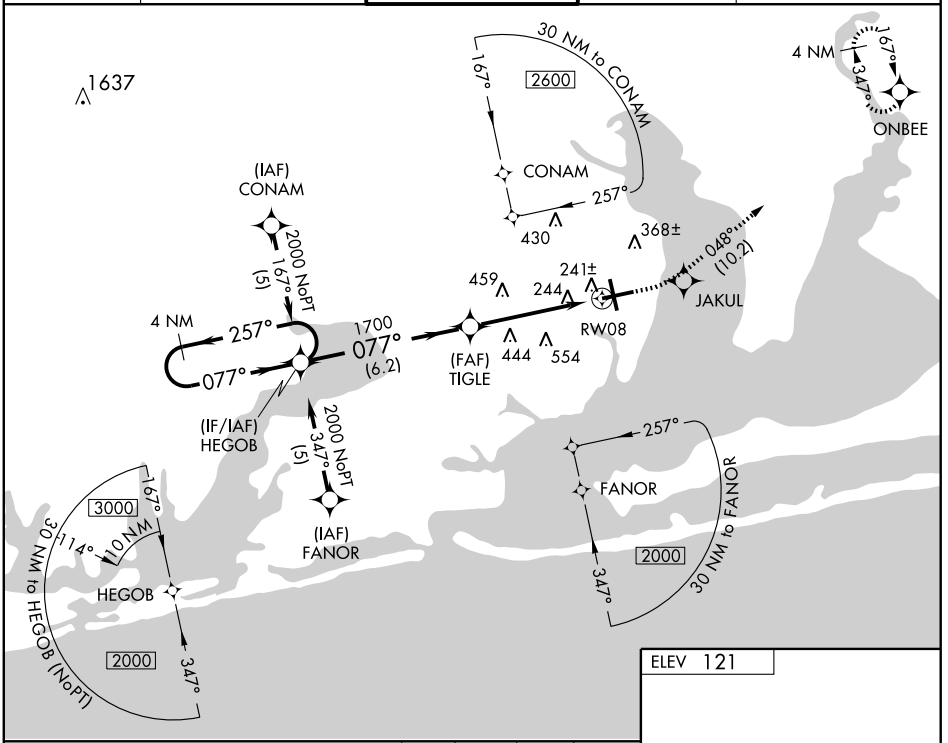
RNAV (GPS) RWY 8

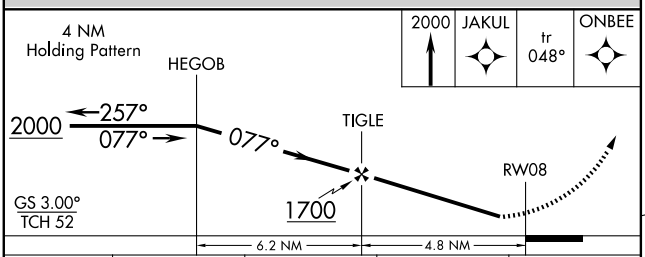
PENSACOLA GULF COAST RGNL (PNS)

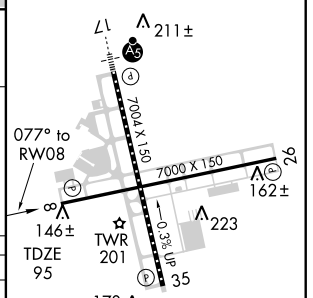
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JAKUL and via 048° track to ONBEE and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	350-1 255 (300-1)			
LNAV/VNAV DA	540-1½ 445 (500-1½)			
LNAV MDA	720-1 625 (600-1)		720-1¾ 625 (600-1¾)	720-2 625 (600-2)
CIRCLING	720-1½ 599 (600-1½)		720-1¾ 599 (600-1¾)	720-2 599 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7004
CH 97319	166°	TDZE	121
W17A		Apt Elev	121

RNAV (GPS) RWY 17

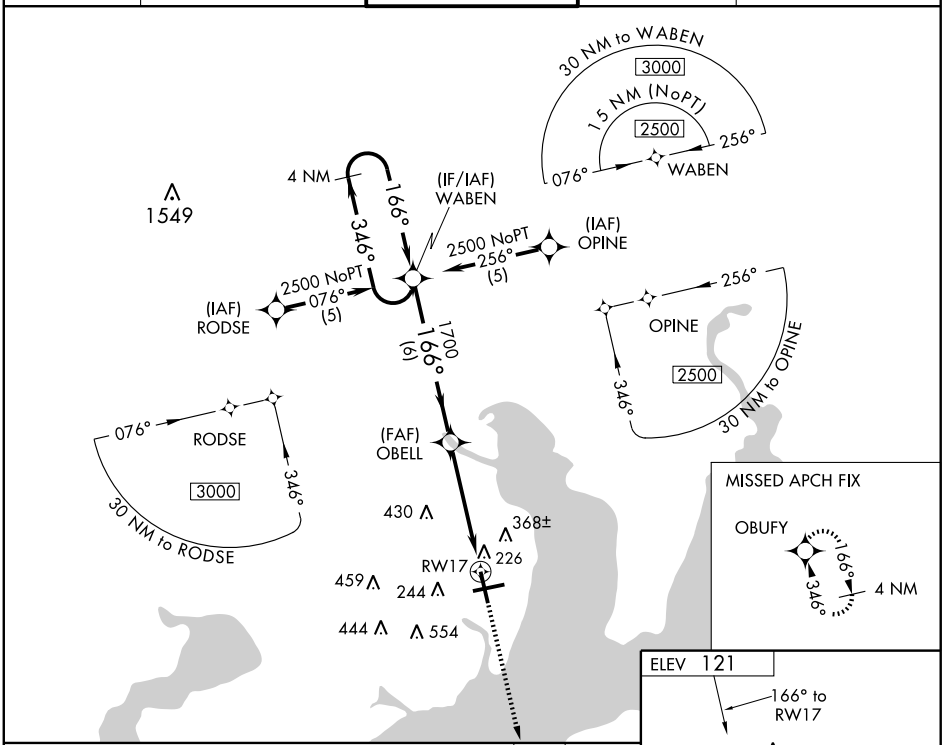
PENSACOLA GULF COAST RGNL (PNS)

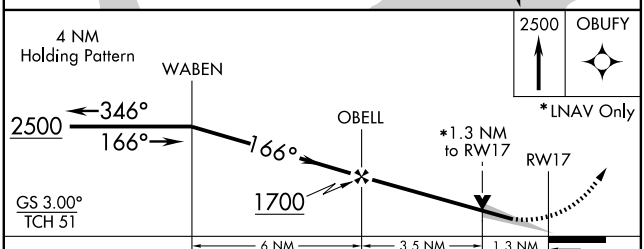
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

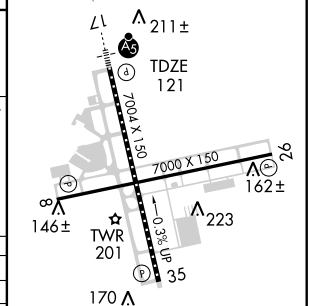
MALSR

MISSED APPROACH: Climb to 2500 direct OBUFY and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	430/24 309 (400-½)			
LNAV/ VNAV DA	660-1½ 539 (600-1½)			
LNAV MDA	580/24 459 (500-½)		580/40 459 (500-¾)	580/50 459 (500-1)
CIRCLING	660-2 539 (600-2)	680-2 559 (600-2)		

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90119	257°	TDZE	114
W26A		Apt Elev	121

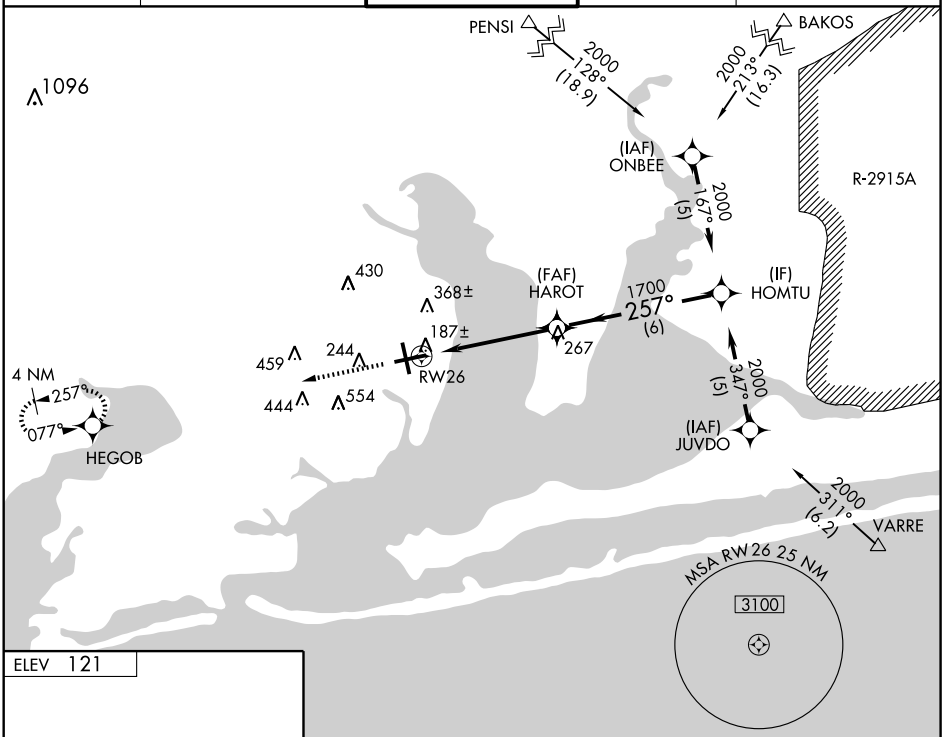
RNAV (GPS) RWY 26

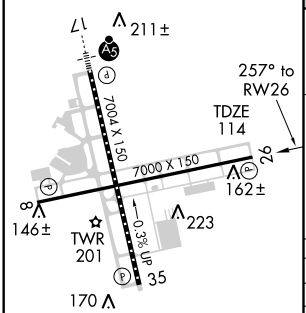
PENSACOLA GULF COAST RGNL (PNS)

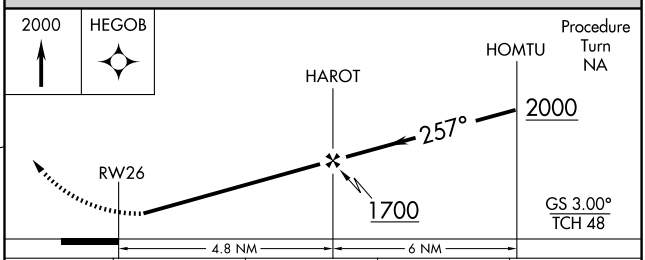
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HEGOB WP and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	370-1 256 (300-1)			
LNAV/VNAV DA	600-1¾ 486 (500-1¾)			
LNAV MDA	460-1 346 (400-1)			460-1¼ 346 (400-1¼)
CIRCLING	600-1¾ 479 (500-1¾)	680-1¾ 559 (600-1¾)		680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

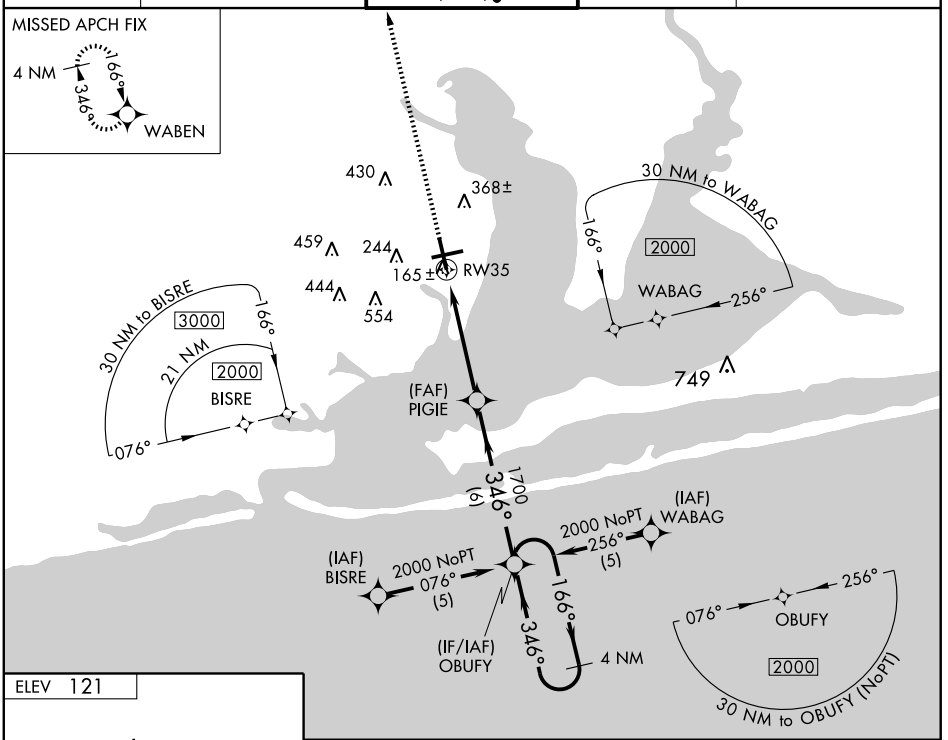
WAAS	APP CRS	Rwy Idg	7004
CH 40020	346°	TDZE	103
W35A		Apt Elev	121

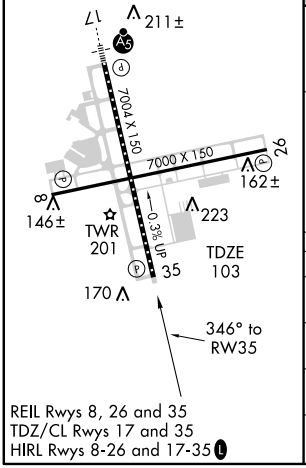
RNAV (GPS) RWY 35
PENSACOLA GULF COAST RGNL (PNS)

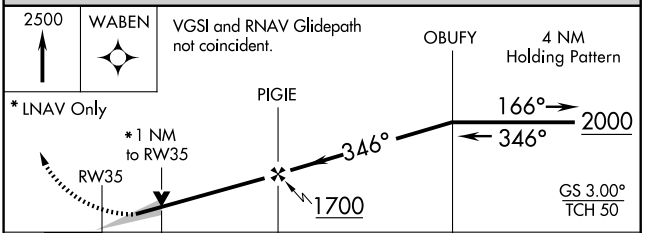
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WABEN and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	360-¾ 257 (300-¾)			
LNAV/VNAV DA	420-1 317 (300-1)			
LNAV MDA	480-1 377 (400-1)			480-1¼ 377 (400-1¼)
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

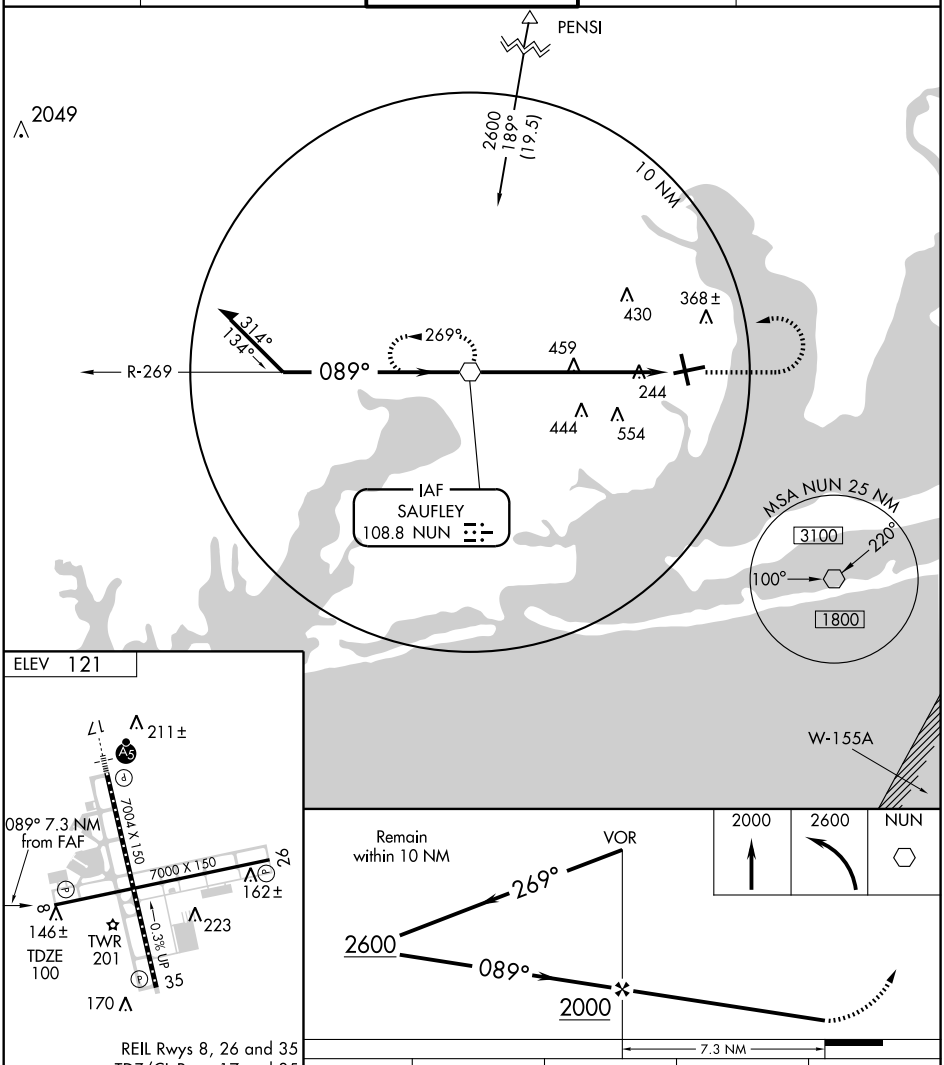
NUN VOR	APP CRS	Rwy Idg	7000
108.8	089°	TDZE	100
		Apt Elev	121

VOR RWY 8

PENSACOLA GULF COAST RGNL (PNS)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875



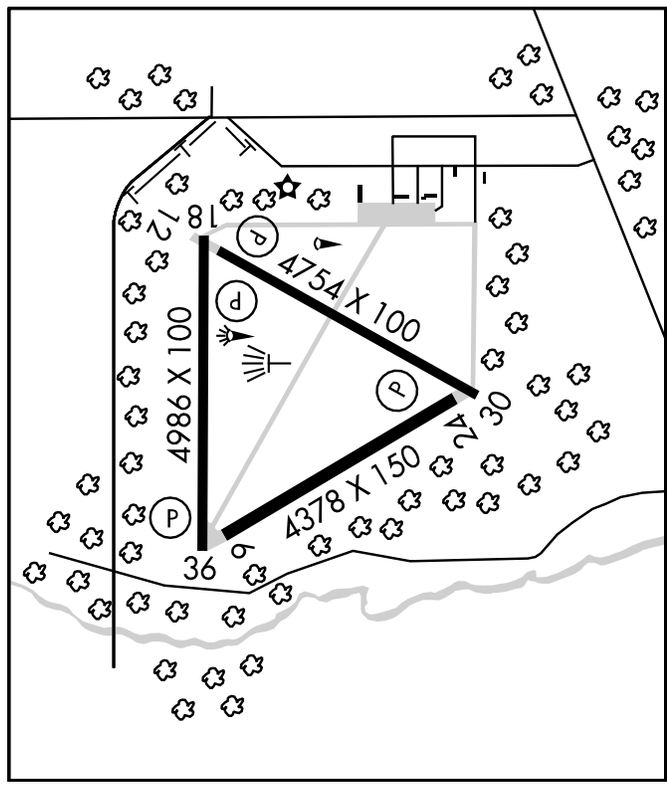
REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
S-8	800-1 700 (700-1)		800-2 700 (700-2)	800-2¼ 700 (700-2¼)
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

PERRY–FOLEY (4ØJ) 3 S UTC−5(−4DT) N30°04.16′ W83°34.84′ **JACKSONVILLE**
44 B **FUEL** 100LL, JET A NOTAM FILE GNV **L–21D, 22J**
RWY 18–36: H4986X100 (ASPH) S–30 MIRL **IAP**
RWY 18: PAPI(P2L)—GA 4.0°. Trees.
RWY 36: PAPI(P2L)—GA 4.0°. Trees.
RWY 12–30: H4754X100 (ASPH) S–30 MIRL
RWY 12: REIL. PAPI(P2L)—GA 4.0°. Trees.
RWY 30: PAPI(P2L)—GA 4.0°. Trees.
RWY 06–24: H4378X150 (ASPH) S–30
RWY 06: Tree. **RWY 24:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1400–1800Z‡. Fuels 24 hr self svc with credit card. Centerline reflectors Rwy 18–36. ACTIVATE MIRL Rwy 12–30, Rwy 18–36, and REIL Rwy 12—CTAF. PAPIs Rwy 12, Rwy 30, Rwy 18 and Rwy 36 opr continuously.
WEATHER DATA SOURCES: AWOS–1 118.375 (850) 838–3526. OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (GAINESVILLE RADIO)
Ⓡ **JAX CENTER APP/DEP CON** 127.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GREENVILLE (L) VORTAC 109.0 GEF Chan 27 N30°33.08′ W83°46.99′ 159° 30.7 NM to fld. 220/01E.



PETER O KNIGHT (See TAMPA)

PETER PRINCE FLD (See MILTON)

PICKENS N30°26.22′ W87°10.70′ NOTAM FILE PNS. **NEW ORLEANS**
NDB (MHW) 326 PKZ 348° 2.2 NM to Pensacola Rgnl. **L–21C, 22H**

PICNY N27°51.68′ W82°32.76′ NOTAM FILE TPA. **MIAMI**
NDB (HW/LOM) 388 AM 008° 6.9 NM to Tampa Intl. **H–8H, L–21D, 24F**

PIERSON MUNI (2J8) 1 N UTC−5(−4DT) N29°15.00′ W81°27.55′ **JACKSONVILLE**
63 NOTAM FILE PIE
RWY 05–23: 2600X200 (TURF)
RWY 05: Pole. **RWY 23:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Center of rwy in fair condition, remainder in poor condition.
COMMUNICATIONS: CTAF 122.9

PILOT COUNTRY (See BROOKSVILLE)

PLANTATION N26°07.94′ W80°13.13′ NOTAM FILE FLL. **MIAMI**
NDB (MHW) 242 PJN 138° 5.1 NM to Fort Lauderdale–Hollywood Intl. **H–8I, L–23C, A**

RNAV (GPS) RWY 18

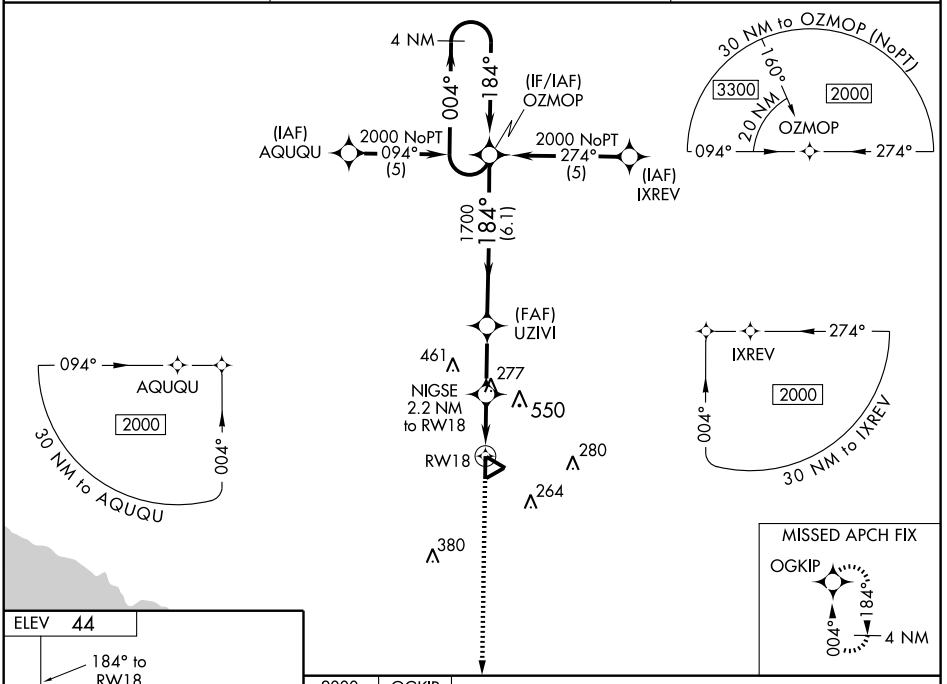
PERRY-FOLEY (40J)

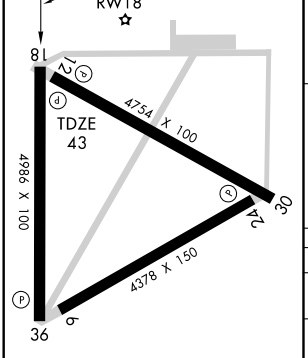
WAAS	APP CRS	Rwy Idg	4986
CH 49019	184°	TDZE	43
W18A		Apt Elev	44

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tallahassee altimeter setting. When local altimeter setting not received, use Tallahassee altimeter setting and increase LPV DA to 464, LNAV/VNAV DA to 1085 and all MDA 120 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats 1 mile, and LNAV and Circling Cat C and D visibility ¼ mile.

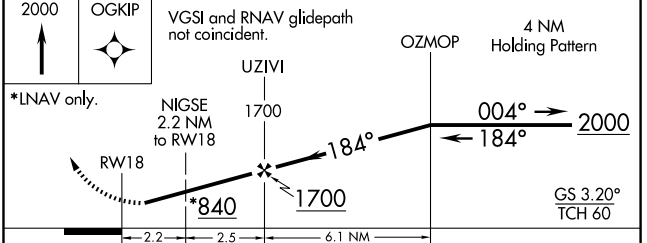
MISSED APPROACH: Climb to 2000 direct OGKIP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	356-1	313 (400-1)		NA
LNAV/VNAV DA	977-3	934 (1000-3)		NA
LNAV MDA	660-1	617 (700-1)	660-1¾ 617 (700-1¾)	660-2 617 (700-1)
CIRCLING	660-1	616 (700-1)	660-1¾ 616 (700-1¾)	860-2¾ 816 (900-2¾)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

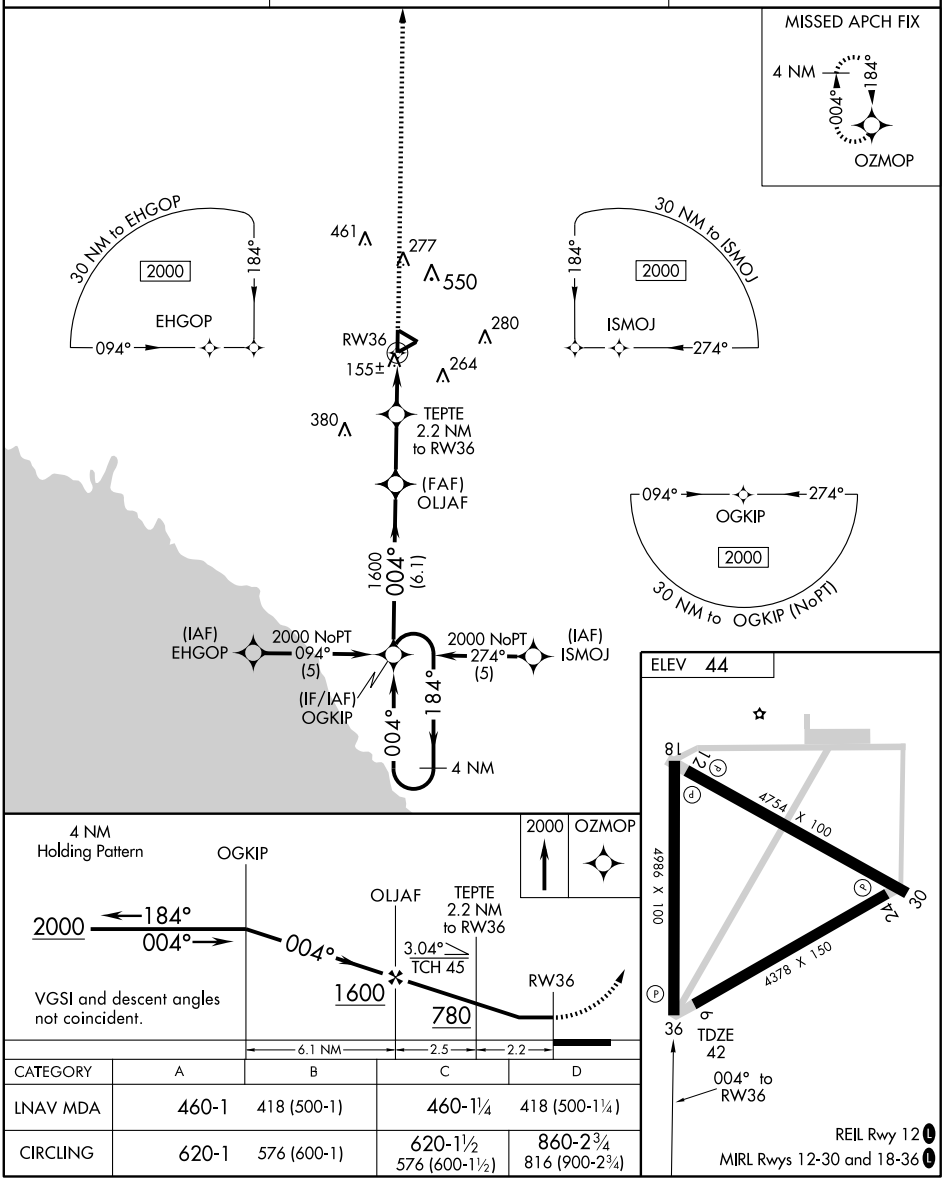
PERRY-FOLEY (40J)

APP CRS	Rwy Idg	4986
004°	TDZE	42
	Apt Elev	44

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tallahassee altimeter setting and increase all MDA 120 feet; increase LNAV Cat C and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct OZMOP and hold.

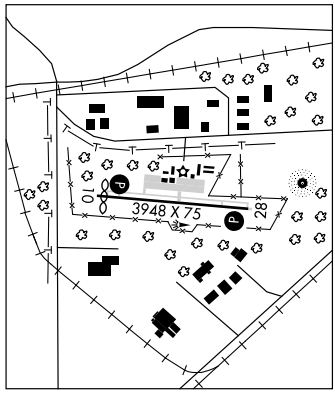
AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	418 (500-1)	460-1¼	418 (500-1¼)
CIRCLING	620-1	576 (600-1)	620-1½ 576 (600-1½)	860-2¾ 816 (900-2¾)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

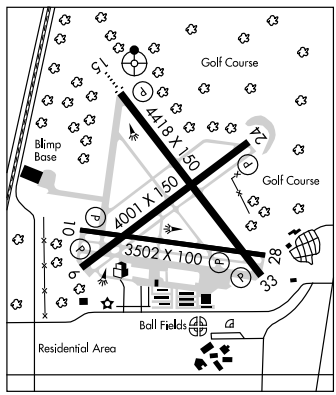
PLANT CITY (PCM) 2 SW UTC−5(−4DT) N28°00.01′ W82°09.80′ **JACKSONVILLE**
153 B S4 **FUEL** 100, JET A TPA—953(800) NOTAM FILE PCM **L–21D, 24F**
RWY 10–28: H3948X75 (ASPH) S–20 MIRL (NSTD) 0.3% up W **IAP**
RWY 10: REIL. PAPI (P2L)—GA 3.0° TCH 22′. Thld dsplcd 198′. Road.
RWY 28: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 10–28 NSTD MIRL, first 200′ of Rwy 10 to dsplcd thld unlighted. ACTIVATE MIRL Rwy 10–28, and PAPI Rwys 10 and 28 and REIL Rwys 10 and 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (813) 764–8259.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TAMPA APP/DEP CON** 120.65 119.9
GCO 121.725 (Tampa clearance delivery, for PCM.)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 275° 8 NM to fld. 135/01E.
NDB (MHW) 346 PCM N28°00.15′ W82°09.40′ at fld. NOTAM FILE PIE.



POMPANO BEACH AIRPARK (PMP) 1 NE UTC−5(−4DT) N26°14.83′ W80°06.66′ **MIAMI**
19 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE PMP **L–23C, A**
RWY 15–33: H4418X150 (ASPH) S–30 MIRL **IAP, AD**
RWY 15: ODALS. PAPI(P4L)—GA 3.50° TCH 46′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.50° TCH 48′. Trees.
RWY 06–24: H4001X150 (ASPH) S–20 MIRL
RWY 06: REIL. PAPI(P2L)—GA 3.75° TCH 42′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.50° TCH 49′. Trees.
RWY 10–28: H3502X100 (ASPH) S–26 MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.50° TCH 41′. Pole.
RWY 28: REIL. PAPI(P2L)—GA 3.50° TCH 45′. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15–33	3000
RWY 15	10–28	3800

AIRPORT REMARKS: Attended 1300–0100Z‡. Numerous birds on and invof arpt. Acft with gross weight more than 30,000 pounds prohibited on Rwy 15–33. Rwy 06–24 and Rwy 10–28 limited to GWT 12500 lbs or less by arpt manager. TPA—for fixed wing acft 798(779), TPA for helicopters 498(479). All rwys noise sensitive, ctc arpt manager for helicopter and fixed wing operating procedures—954–786–4135. When twr clsd MIRL Rwy 15–33 and rwy most aligned with wind preset med ints only.
WEATHER DATA SOURCES: ASOS (954) 783–3720. LAWRS.
COMMUNICATIONS: CTAF 125.4 **ATIS** 120.55 **UNICOM** 122.95
Ⓡ **MIAMI APP/DEP CON** 119.7 (Usable 4000′ and blo)
TOWER 125.4 (1300–0100Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.
FT. LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ 012° 10.6 NM to fld. 10/00E.
ILS/DME 109.75 I–PMP Chan 34(Y) Rwy 15. LOC only.



PORT ST JOE

COSTIN (A51) 2 S UTC−5(−4DT) N29°45.51′ W85°17.35′ **NEW ORLEANS**
13 NOTAM FILE GNV
RWY 18–36: 4230X65 (TURF)
RWY 18: Thld dsplcd 660′. Tree. **RWY 36:** Thld dsplcd 1000′. Tree.
AIRPORT REMARKS: Unattended. Ldg fee. Rwy 18–36 south 1000′ rough, soft and sandy. 550′ radio twr located 1.5 miles North of arpt. No touch and go ldgs. Rwy 18 dsplcd thld marked with 3 PVC pipes painted white placed perpendicular to centerline.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3750
096°	TDZE	154
	Apt Elev	154

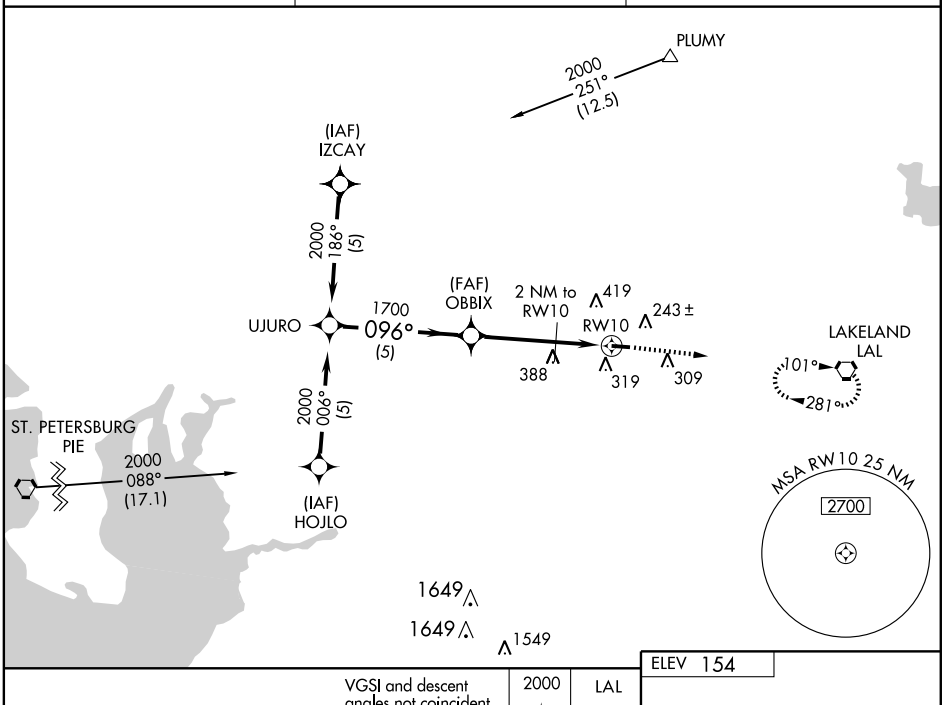
GPS RWY 10
PLANT CITY (PCM)

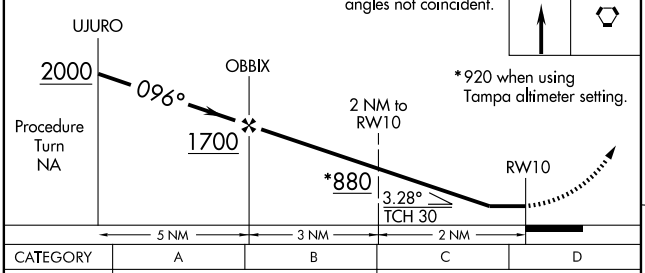
NA

Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

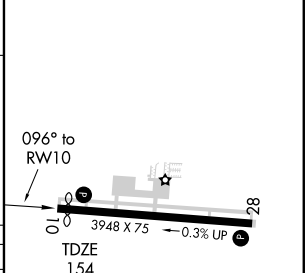
MISSED APPROACH: Climb to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-10	580-1 426 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	620-1 466 (500-1)		NA	
CIRCLING	740-1 586 (600-1)	860-1 706 (800-1)	NA	



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 23 SEP 2010 to 21 OCT 2010

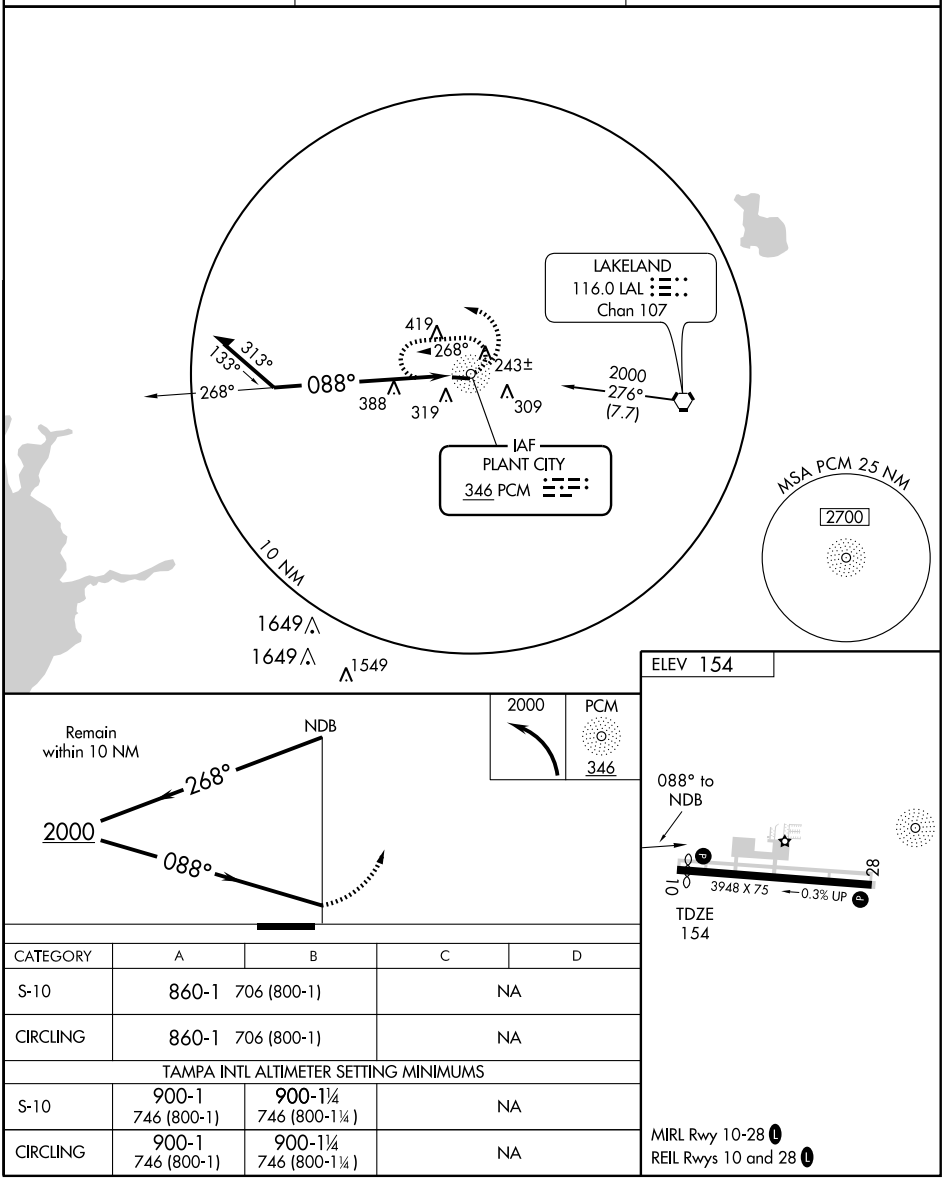
NDB PCM 346	APP CRS 088°	Rwy Idg 3750 TDZE 154 Apt Elev 154

NDB RWY 10
PLANT CITY (PCM)

Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in PCM NDB holding pattern.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-10	860-1 706 (800-1)		NA	
CIRCLING	860-1 706 (800-1)		NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	
CIRCLING	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LAL 116.0 Chan 107	APP CRS 275°	Rwy Idg 3948 TDZE 154 Apt Elev 154

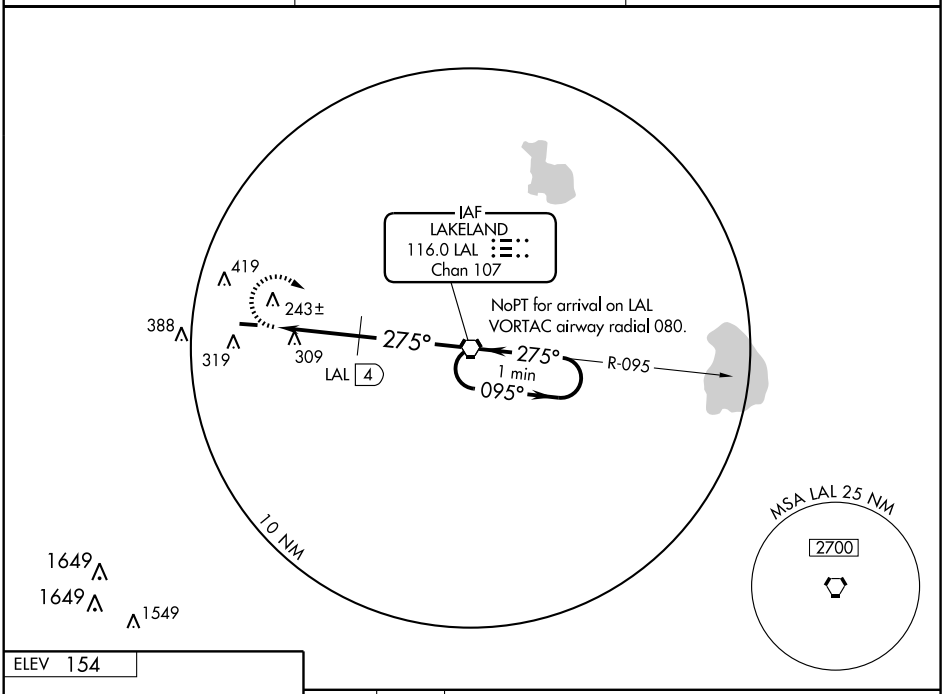
VOR RWY 28
PLANT CITY (PCM)

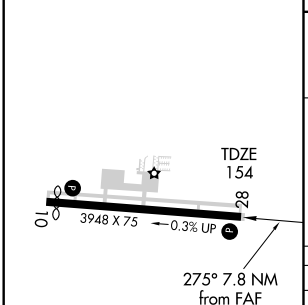
Use Lakeland altimeter setting, when not received, use Tampa Intl altimeter setting and increase all MDAs 60 feet.

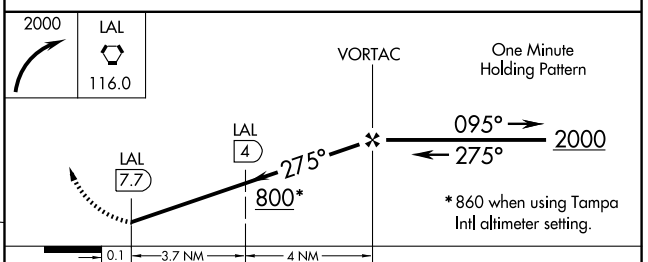
NA

MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-28	800-1 646 (700-1)		NA	
CIRCLING	800-1 646 (700-1)		NA	
DME MINIMUMS				
S-28	600-1 446 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ADM DAVID L MCDONALD FLD (See MAYPORT NS)

AIRGLADES (See CLEWISTON)

AIRPORT MANATEE (See PALMETTO)

ALBERT WHITTED (See ST PETERSBURG)

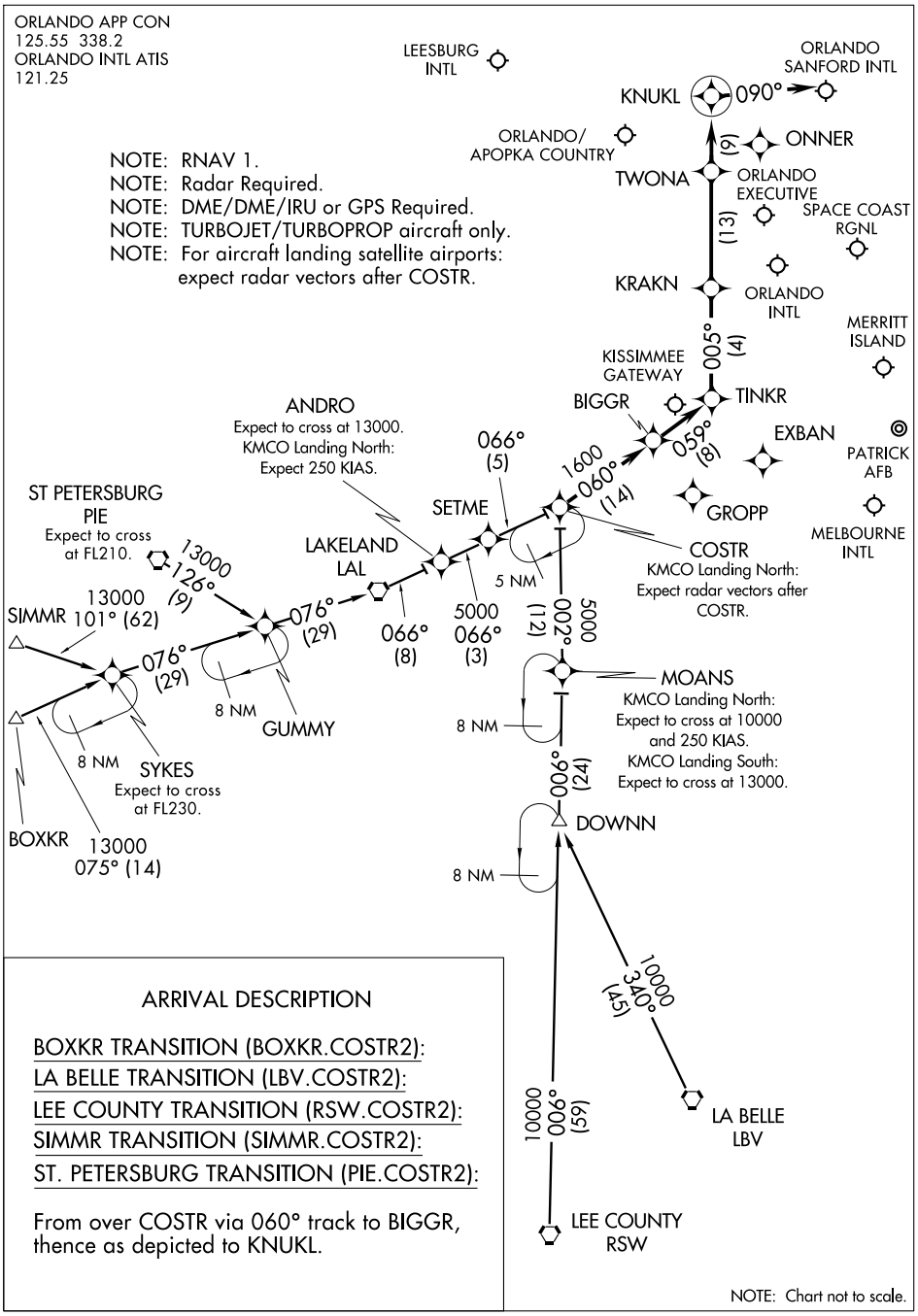
APALACHICOLA

APALACHICOLA RGNL (AAF) 2 W UTC−5(−4DT) N29°43.66′ W85°01.65′ **NEW ORLEANS**
20 B S4 **FUEL** 100LL, JET A NOTAM FILE AAF **H–8G, L–21D, 22I**
RWY 06–24: H5271X150 (CONC) MIRL **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 217′. Fence.
RWY 24: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 13–31: H5251X150 (CONC) MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H5251X150 (CONC)
RWY 18: Trees. **RWY 36:** Thld dsplcd 502′.
AIRPORT REMARKS: Attended 1200–0000Z‡. ACTIVATE MIRL Rwys 06–24 and 13–31—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (850) 653–8271.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TYNDALL APP/DEP CON** 124.15 (South abv 5000′) 125.2 (North abv 5000′) (Mon–Fri 1200–0400Z‡, Sat–Sun 1500–2300Z‡). Clsd holidays and weekends associated with holidays, other times ctc.
JAX CENTER APP/DEP CON 119.1
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 213° 60.1 NM to fld. 180/02E. **HIWAS.**
NDB (MHW) 349 AAF N29°43.40′ W85°01.68′ at fld. NOTAM FILE GNV.

ST GEORGE ISLAND (F47) 8 SE UTC−5(−4DT) N29°38.68′ W84°54.94′ **NEW ORLEANS**
3 NOTAM FILE GNV **L–21D, 22I**
RWY 14–32: H3339X65 (ASPH)
RWY 32: Trees.
AIRPORT REMARKS: Unattended. Large birds on and invof rwy. Trees 80–120′ east of Rwy centerline on first half of Rwy 32. 3′ fence in primary surface 105′ west of a first 300′ of Rwy 32. Ldg fee.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PFN.
PANAMA CITY (L) VORTAC 114.3 PFN Chan 90 N30°12.98′ W85°40.86′ 130° 52.6 NM to fld. 10/0W.

APOPKA

ORLANDO APOPKA (XØ4) 4 NW UTC−5(−4DT) N28°42.45′ W81°34.92′ **JACKSONVILLE**
143 B **FUEL** 100LL, JET A TPA—943(800) NOTAM FILE PIE **L–21D, 24F**
RWY 15–33: H3987X60 (ASPH) LIRL
RWY 15: PAPI(P2L)—GA 3.5° TCH 10′. Thld dsplcd 943′. Berm. Rgt tfc.
RWY 33: PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–2300Z‡, Oct–Mar 1300–2200Z‡. Ctc UNICOM or 407–886–7663 for safety briefing. Steep drop off 63′ from Southeast end and 55 ft off West edge of rwy. Rwy 15 dsplcd thlds not lighted. PAPI Rwy 15 and Rwy 33 on continuously during dalgt. After SS, ACTIVATE LIRL Rwy 15–33, PAPI Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 307° 16.3 NM to fld. 102/00E. **HIWAS.**



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

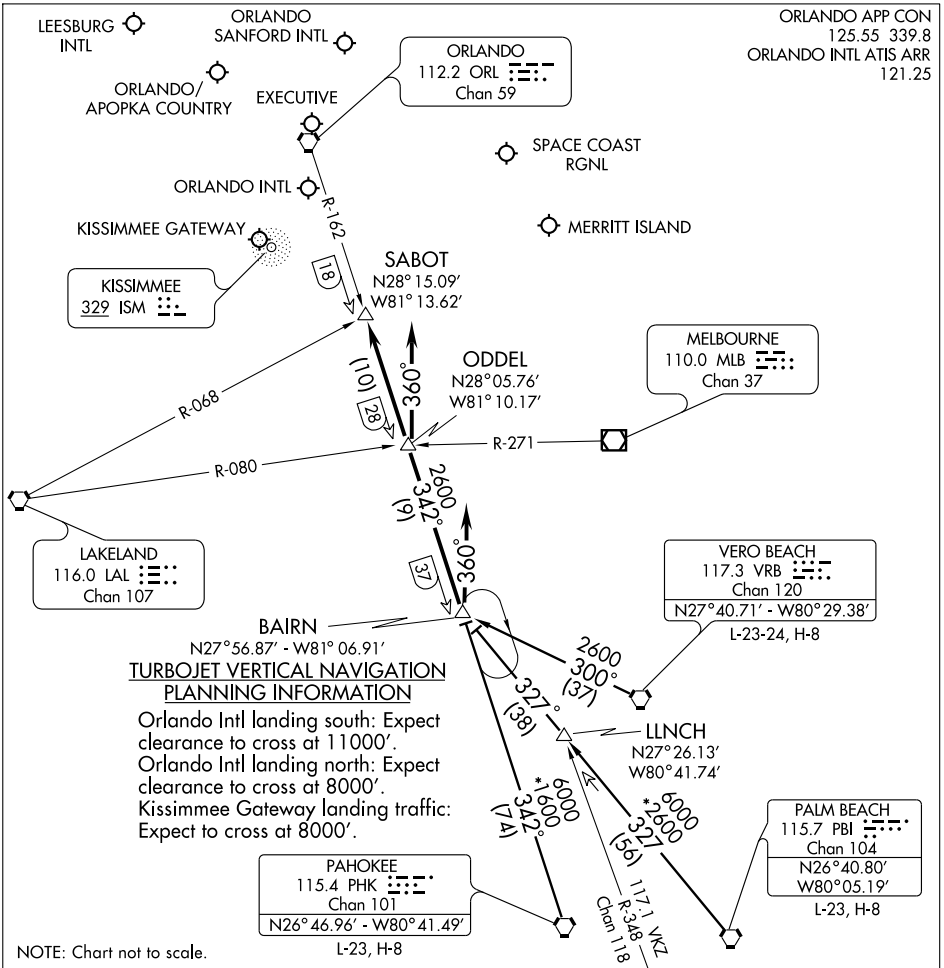
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

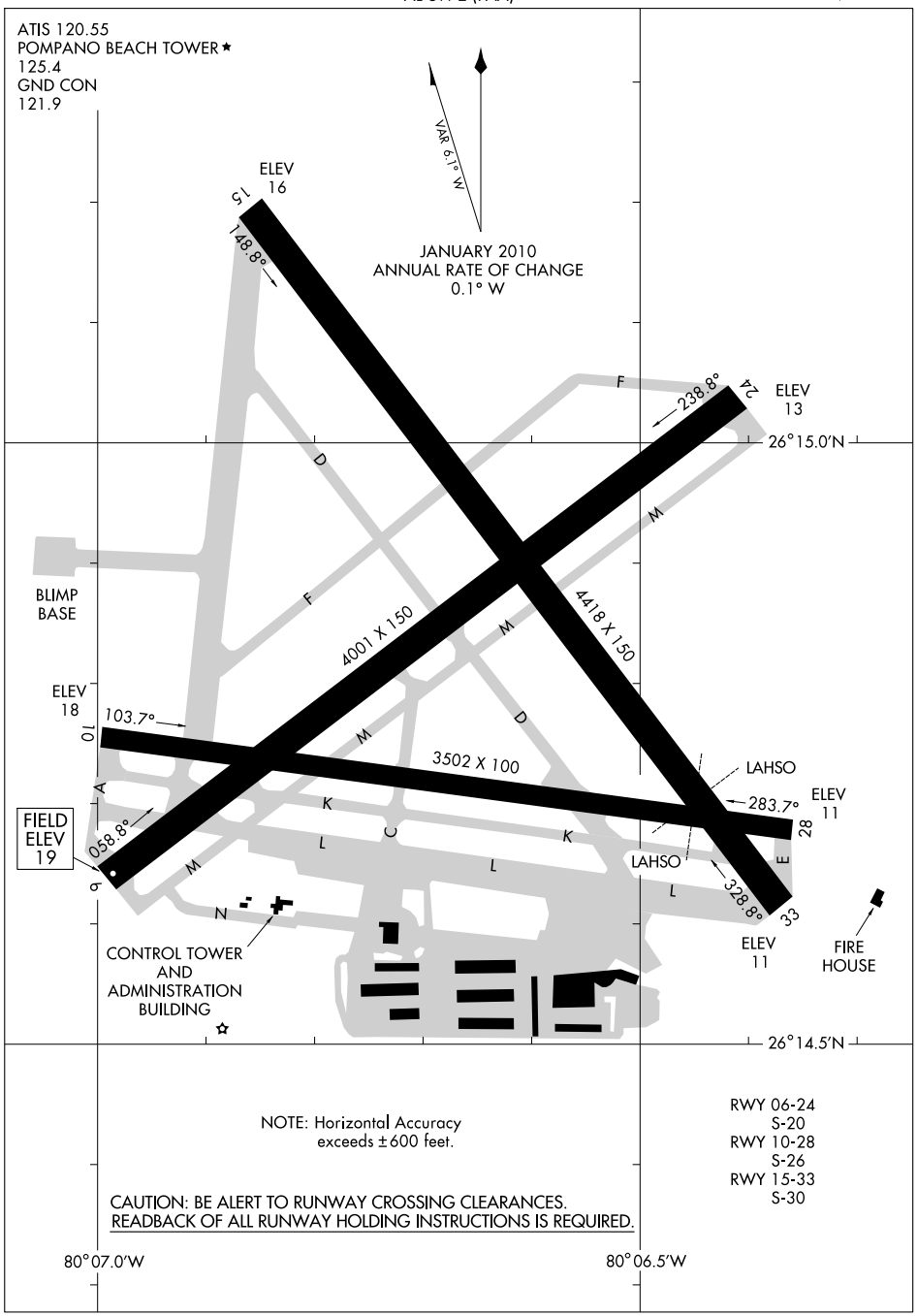
ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



NOTE: Horizontal Accuracy exceeds ±600 feet.

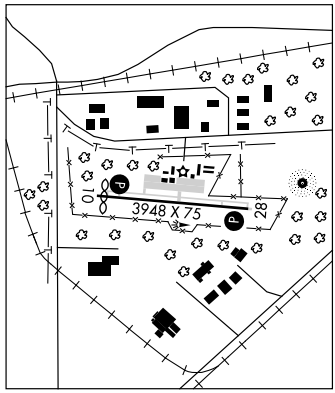
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 06-24
S-20
RWY 10-28
S-26
RWY 15-33
S-30

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

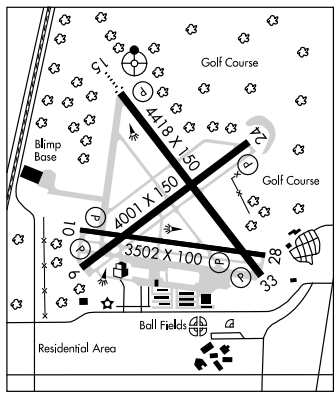
PLANT CITY (PCM) 2 SW UTC−5(−4DT) N28°00.01′ W82°09.80′ **JACKSONVILLE**
153 B S4 **FUEL** 100, JET A TPA—953(800) NOTAM FILE PCM **L–21D, 24F**
RWY 10–28: H3948X75 (ASPH) S–20 MIRL (NSTD) 0.3% up W **IAP**
RWY 10: REIL. PAPI (P2L)—GA 3.0° TCH 22′. Thld dsplcd 198′. Road.
RWY 28: REIL. PAPI (P2L)—GA 3.0° TCH 24′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rwy 10–28 NSTD MIRL, first 200′ of Rwy 10 to dsplcd thld unlighted. ACTIVATE MIRL Rwy 10–28, and PAPI Rwys 10 and 28 and REIL Rwys 10 and 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (813) 764–8259.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TAMPA APP/DEP CON** 120.65 119.9
GCO 121.725 (Tampa clearance delivery, for PCM.)
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 275° 8 NM to fld. 135/01E.
NDB (MHW) 346 PCM N28°00.15′ W82°09.40′ at fld. NOTAM FILE PIE.



POMPANO BEACH AIRPARK (PMP) 1 NE UTC−5(−4DT) N26°14.83′ W80°06.66′ **MIAMI**
19 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE PMP **L–23C, A**
RWY 15–33: H4418X150 (ASPH) S–30 MIRL **IAP, AD**
RWY 15: ODALS. PAPI(P4L)—GA 3.50° TCH 46′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.50° TCH 48′. Trees.
RWY 06–24: H4001X150 (ASPH) S–20 MIRL
RWY 06: REIL. PAPI(P2L)—GA 3.75° TCH 42′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.50° TCH 49′. Trees.
RWY 10–28: H3502X100 (ASPH) S–26 MIRL
RWY 10: REIL. PAPI(P2L)—GA 3.50° TCH 41′. Pole.
RWY 28: REIL. PAPI(P2L)—GA 3.50° TCH 45′. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15–33	3000
RWY 15	10–28	3800

AIRPORT REMARKS: Attended 1300–0100Z‡. Numerous birds on and invof arpt. Acft with gross weight more than 30,000 pounds prohibited on Rwy 15–33. Rwy 06–24 and Rwy 10–28 limited to GWT 12500 lbs or less by arpt manager. TPA—for fixed wing acft 798(779), TPA for helicopters 498(479). All rwys noise sensitive, ctc arpt manager for helicopter and fixed wing operating procedures—954–786–4135. When twr clsd MIRL Rwy 15–33 and rwy most aligned with wind preset med ints only.
WEATHER DATA SOURCES: ASOS (954) 783–3720. LAWRS.
COMMUNICATIONS: CTAF 125.4 **ATIS** 120.55 **UNICOM** 122.95
Ⓡ **MIAMI APP/DEP CON** 119.7 (Usable 4000′ and blo)
TOWER 125.4 (1300–0100Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FLL.
FT. LAUDERDALE (H) VORW/DME 114.4 FLL Chan 91 N26°04.49′ W80°09.15′ 012° 10.6 NM to fld. 10/00E.
ILS/DME 109.75 I–PMP Chan 34(Y) Rwy 15. LOC only.

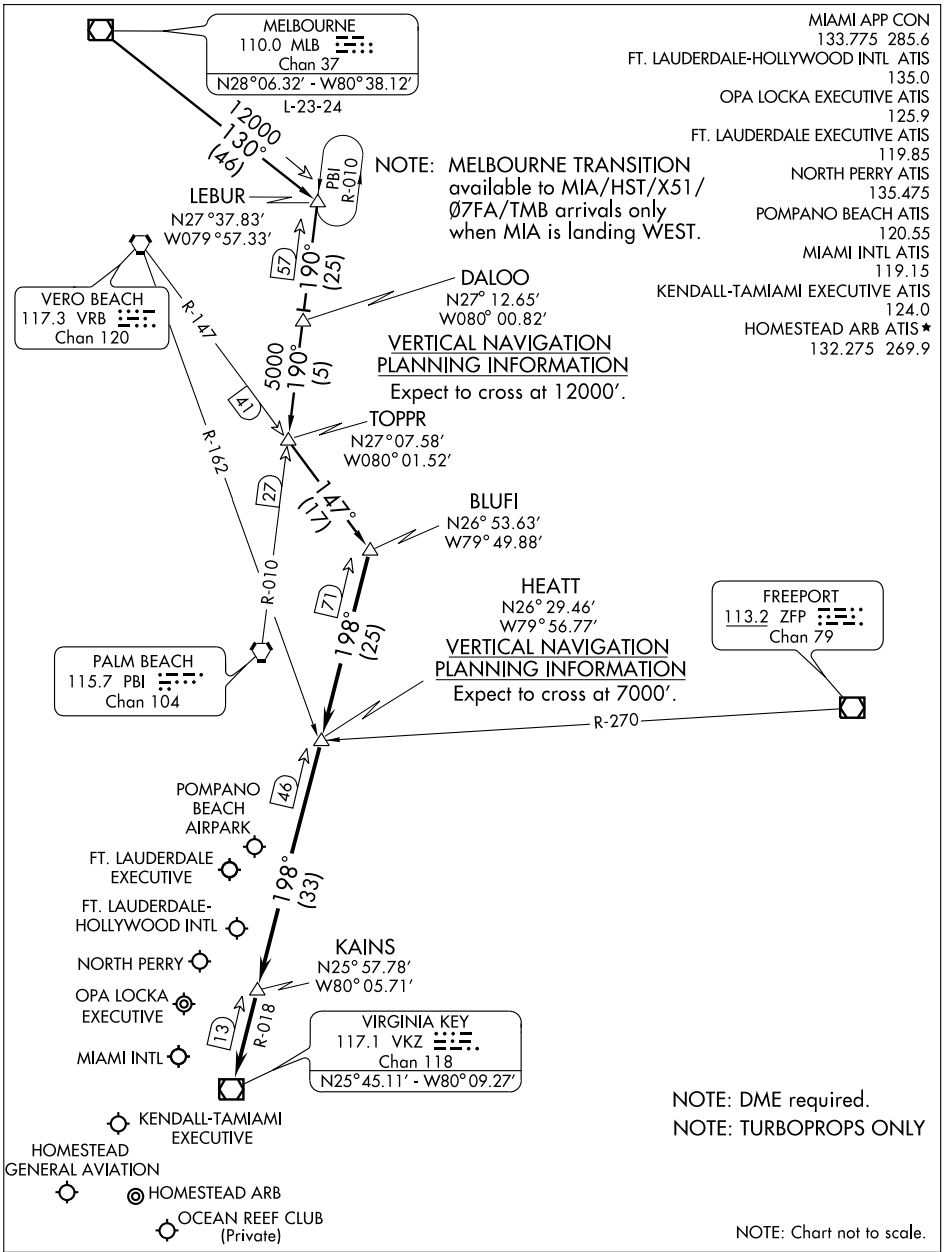


PORT ST JOE

COSTIN (A51) 2 S UTC−5(−4DT) N29°45.51′ W85°17.35′ **NEW ORLEANS**
13 NOTAM FILE GNV
RWY 18–36: 4230X65 (TURF)
RWY 18: Thld dsplcd 660′. Tree. **RWY 36:** Thld dsplcd 1000′. Tree.
AIRPORT REMARKS: Unattended. Ldg fee. Rwy 18–36 south 1000′ rough, soft and sandy. 550′ radio twr located 1.5 miles North of arpt. No touch and go ldgs. Rwy 18 dsplcd thld marked with 3 PVC pipes painted white placed perpendicular to centerline.
COMMUNICATIONS: CTAF 122.9

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

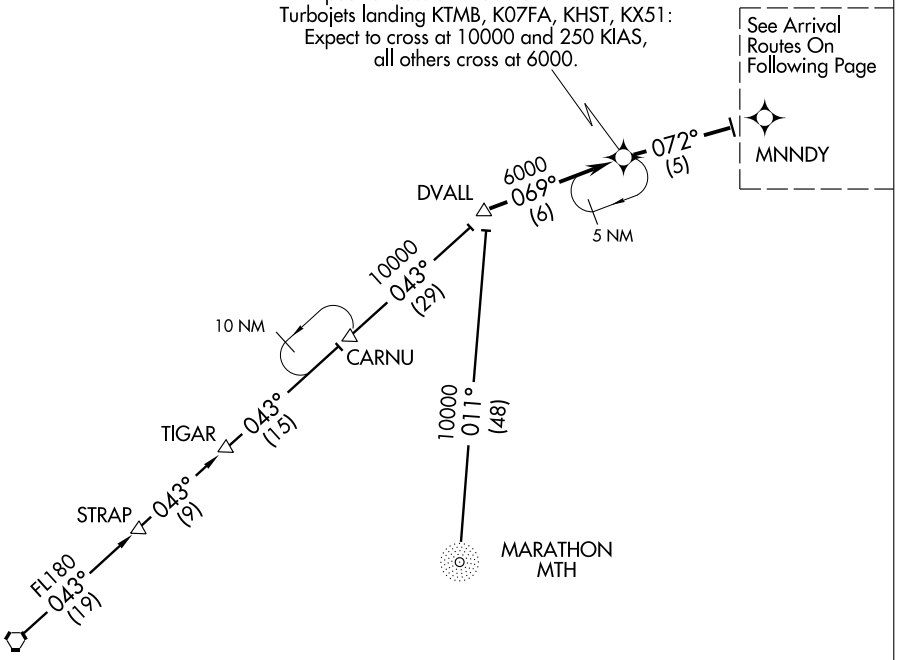
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

JAREM
Landing KFXE, KPMP: Expect radar vectors after JAREM. Landing KFLL: Expect radar vectors prior to JAREM.

ATONE
2000 055° (28)
078°
POMPANO BEACH AIRPARK

ENVER
2000 080° (20)
087°
FORT LAUDERDALE EXECUTIVE

5000 098° (13)
HOLID
093°
FORT LAUDERDALE-HOLLYWOOD INTL

FRRDY
094°
NORTH PERRY

JODPO
KMIA Landing East: Expect radar vectors prior to JODPO. Landing KOPF, KHWO: expect radar vectors prior to JODPO.

EPENY
2000 038° (22)
089°
OPA LOCKA EXECUTIVE

2000 048° (17)
GRITT
MIAMI INTL

6000 011° (30)
053°

6000 092° (20)
LECIT

6000 053° (9)
2000 080° (10)
HAXAM
090°
KENDALL-TAMIAMI EXECUTIVE

124°

MNNDY
Landing KTMB, KHST, K07FA, KX51: Expect radar vectors after MNNDY.

3000 116° (15)
HOMESTEAD GENERAL AVIATION

2000 123° (33)
HOMESTEAD ARB

VICLB

4000 150° (20)
052°
GULPE

OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

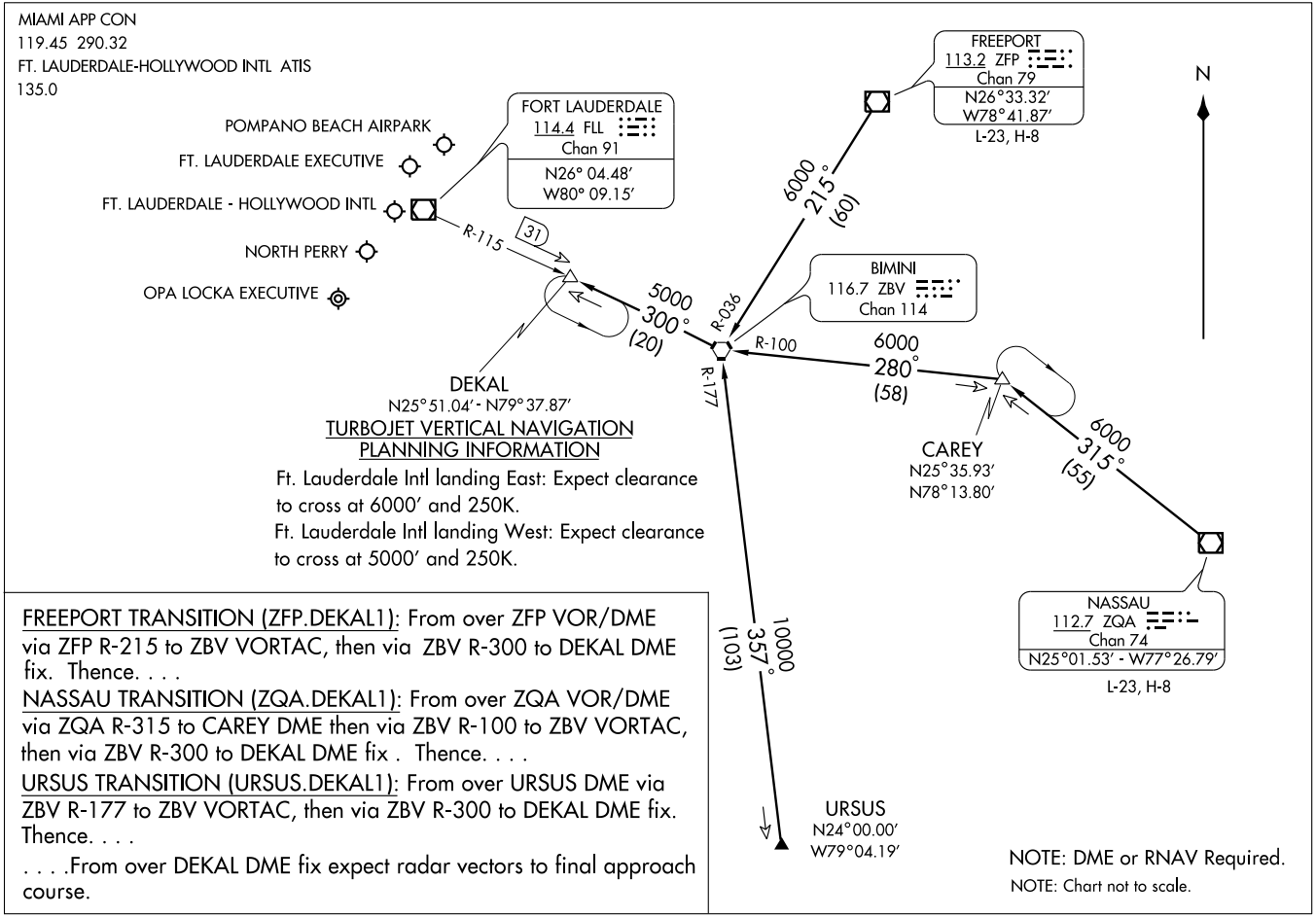
Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

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DEKAL ONE ARRIVAL (DEKAL.DEKAL1)



08157

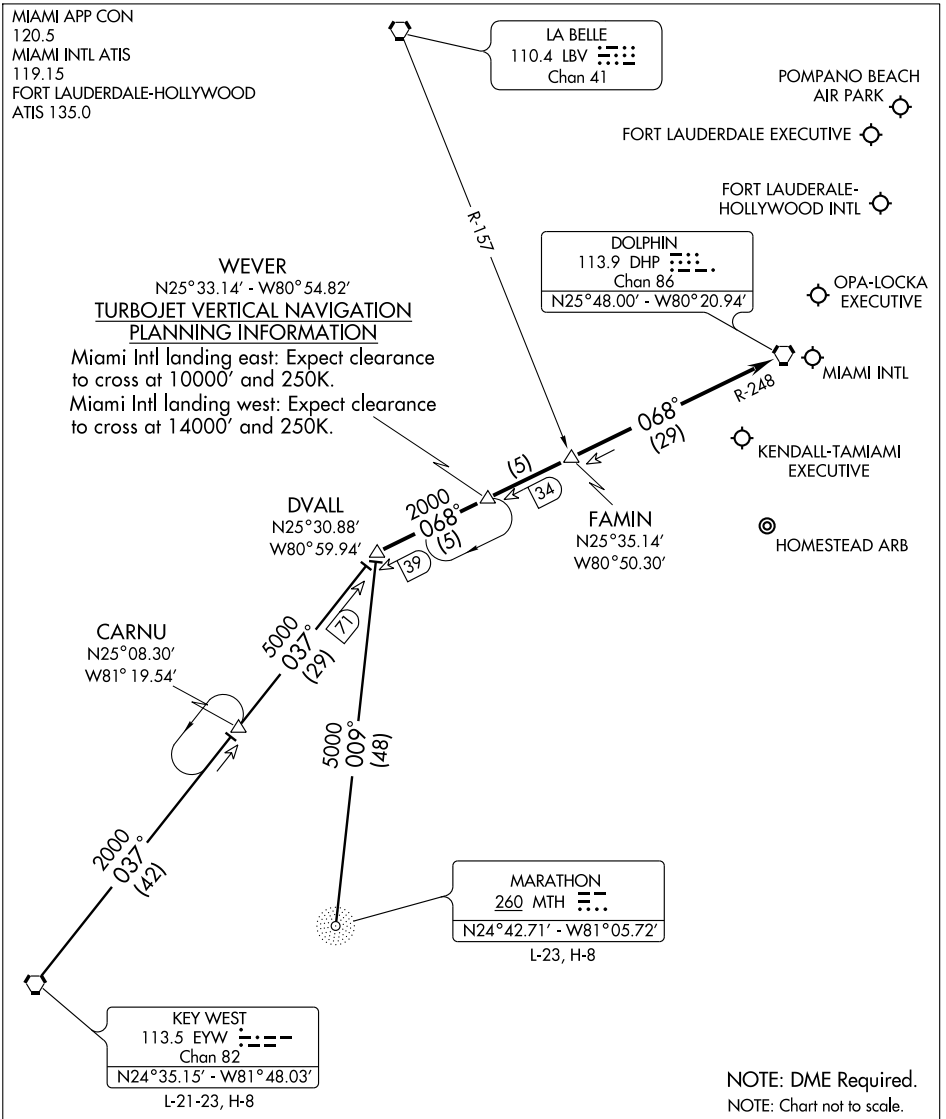
DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

FORT LAUDERDALE, FLORIDA

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

DVALL ONE ARRIVAL (DVALL.DVALL1)

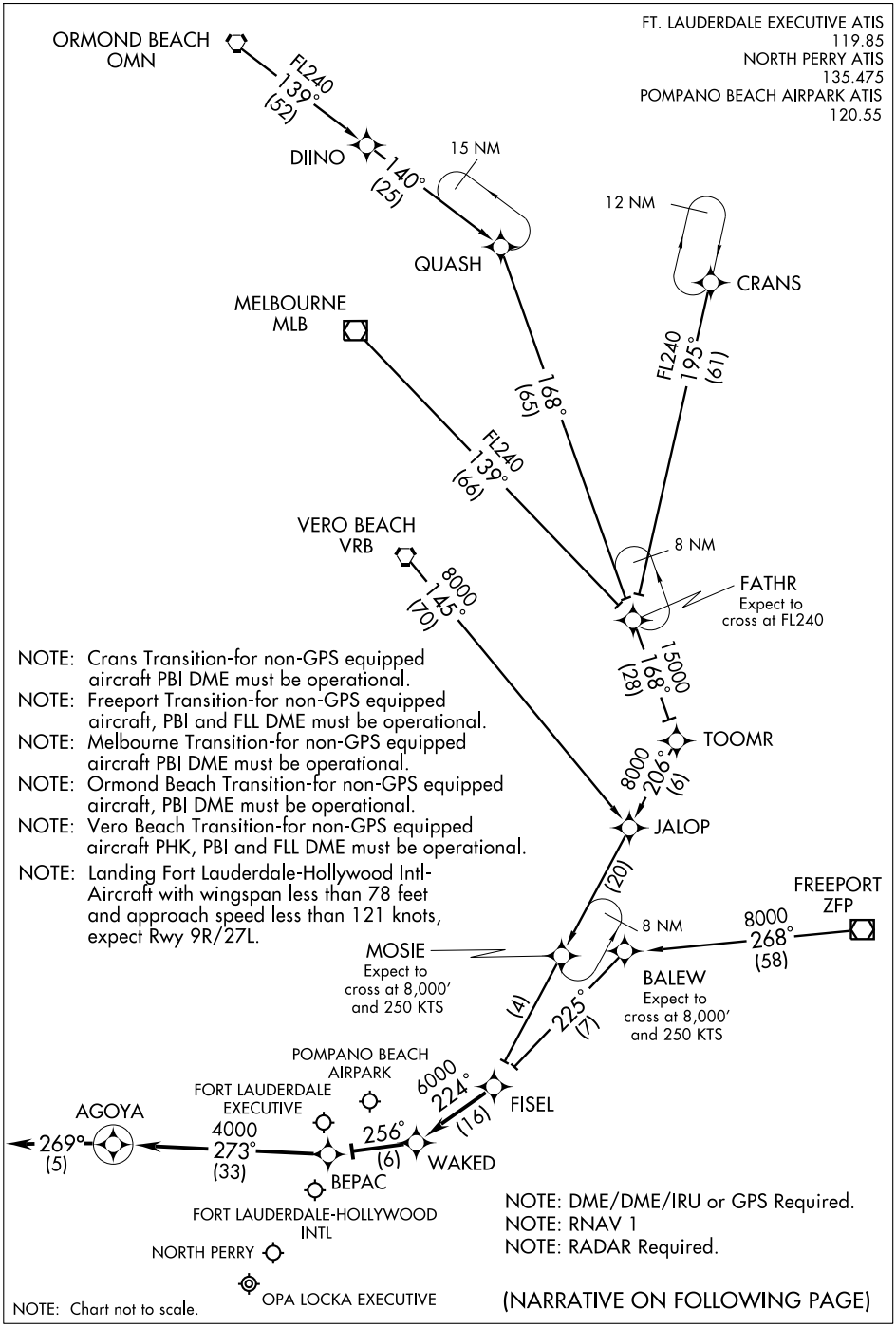
MIAMI, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

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FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FISEL.FISEL2) 08157

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ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

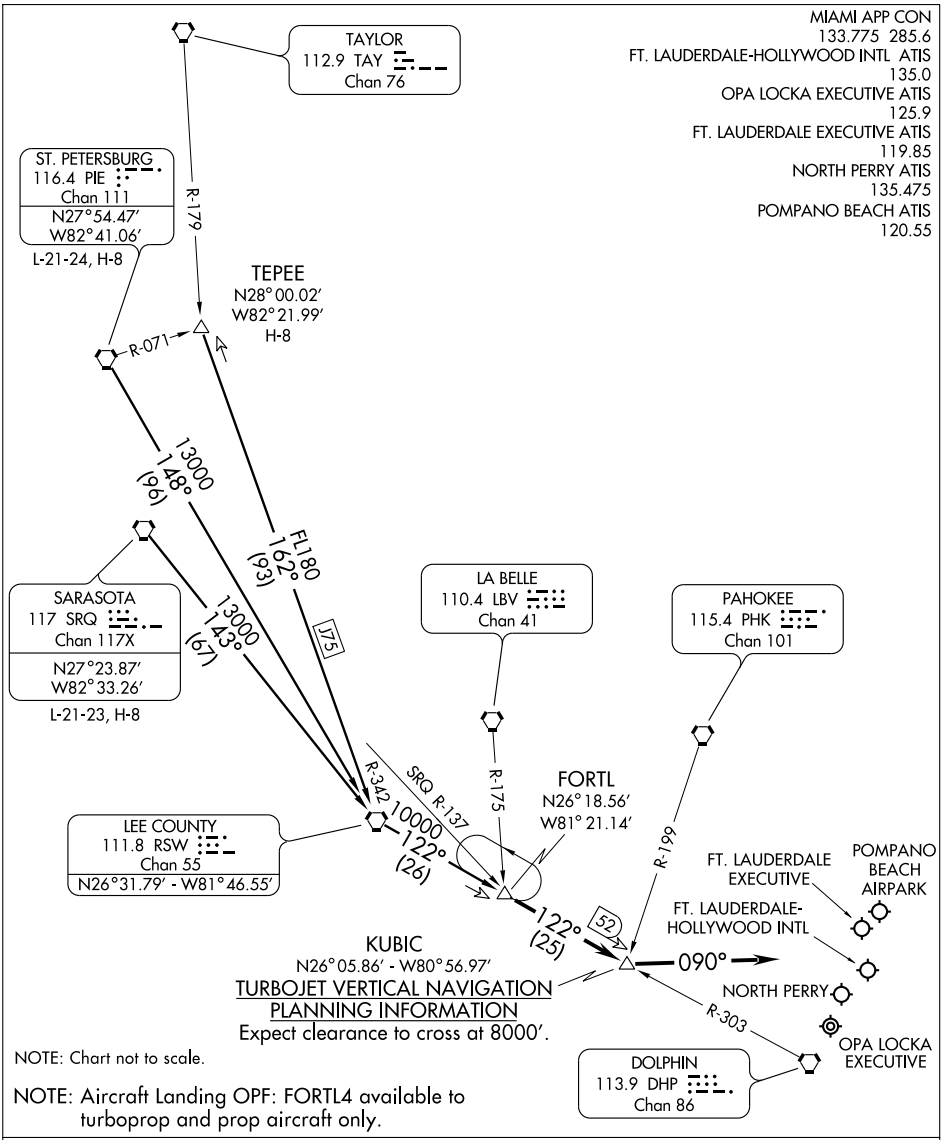
From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.
Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

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FORTL FOUR ARRIVAL (FORTL.FORTL4)

FORT LAUDERDALE, FLORIDA



ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FORTL FOUR ARRIVAL (FORTL.FORTL4)

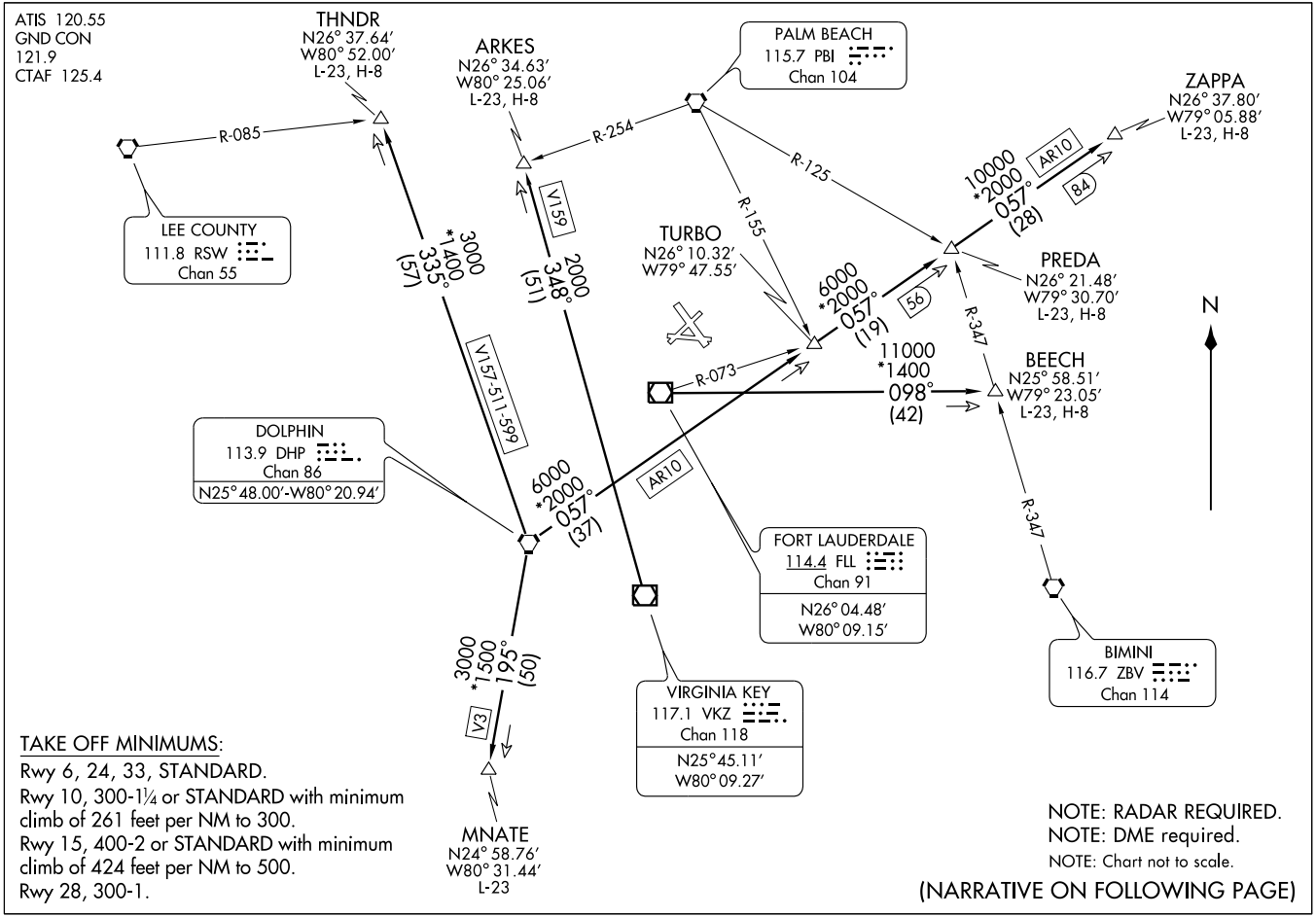
FORT LAUDERDALE, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

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FT. LAUDERDALE ONE DEPARTURE

(FLL1.FLL) 07298



TAKE OFF MINIMUMS:

Rwy 6, 24, 33, STANDARD.
Rwy 10, 300-1¼ or STANDARD with minimum climb of 261 feet per NM to 300.
Rwy 15, 400-2 or STANDARD with minimum climb of 424 feet per NM to 500.
Rwy 28, 300-1.

NOTE: RADAR REQUIRED.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

FT. LAUDERDALE ONE DEPARTURE
(FLL1.FLL) 07298

SL-5972 (FAA)

POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA

POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 6: Multiple trees beginning 102' from DER, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from DER, 26' left of centerline, up to 79' AGL/88' MSL.

NOTE: Rwy 10: OL pole 154' from DER, 132' left of centerline, 7' AGL/ 18' MSL. Multiple trees beginning 427' from DER, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from DER, 23' left of centerline, 22' AGL/ 33' MSL. Multiple trees beginning 711' from DER, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from DER, 343' right of centerline, 29' AGL/40' MSL. Rod on Lt pole, 891' from DER, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from DER, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from DER, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from DER, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from DER, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from DER, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from DER, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1.0 NM from DER, 888' left of centerline, 201' AGL/210' MSL.

NOTE: Rwy 15: Building 503' from DER, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from DER, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from DER, 190' right of centerline, up to 48' AGL/57' MSL. Rod on Lt pole 871' from DER, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from DER, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from DER, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL.

NOTE: Rwy 24: Multiple trees beginning 191' from DER, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from DER, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from DER, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from DER, 418' right of centerline, 41' AGL/60' MSL. OL on Lt pole 916' from DER, 66' right of centerline, 30' AGL/49' MSL. Rod OL tank 968' from DER, 712' right of centerline, 54' AGL/73' MSL.

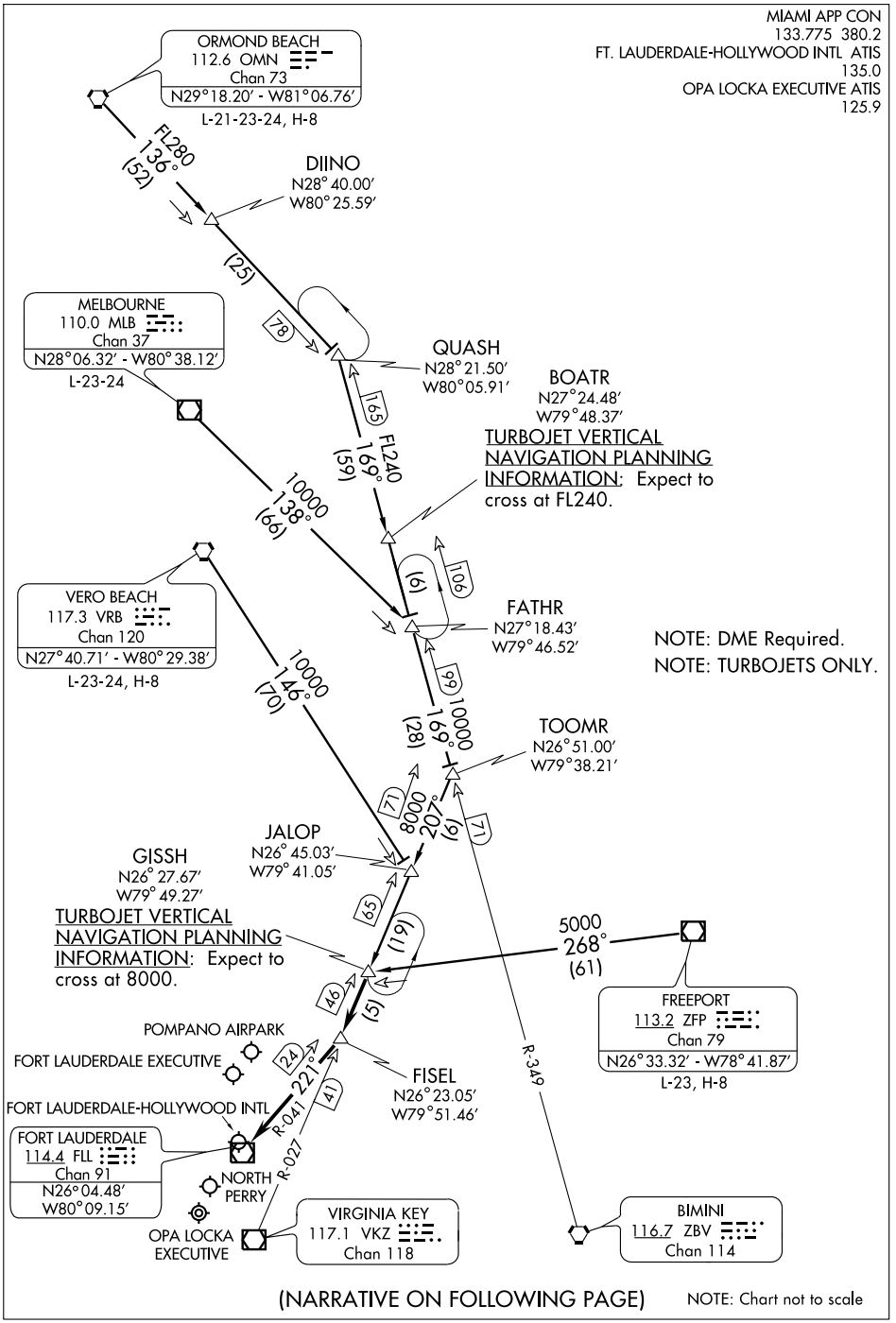
NOTE: Rwy 28: Multiple trees beginning 358' from DER, 140' left of centerline, up to 35' AGL/54' MSL. Lt pole 722' from DER, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from DER, 429' left of centerline, 41' AGL/ 60' MSL. Rod on building 869' from DER, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from DER, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from DER, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from DER, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' DER, 1134' right of centerline, 190' AGL/207' MSL.

NOTE: Rwy 33: Multiple trees beginning 136' from DER, 157' left of centerline, up to 59' AGL/ 78' MSL. Antenna on building 529' from DER, 399' left of centerline, 18' AGL/ 34' MSL. Multiple trees 702' from DER, 458' right of centerline, up to 37' AGL/56' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

GISSH ONE ARRIVAL (GISSH.GISSH1)

FORT LAUDERDALE, FLORIDA

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

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JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60

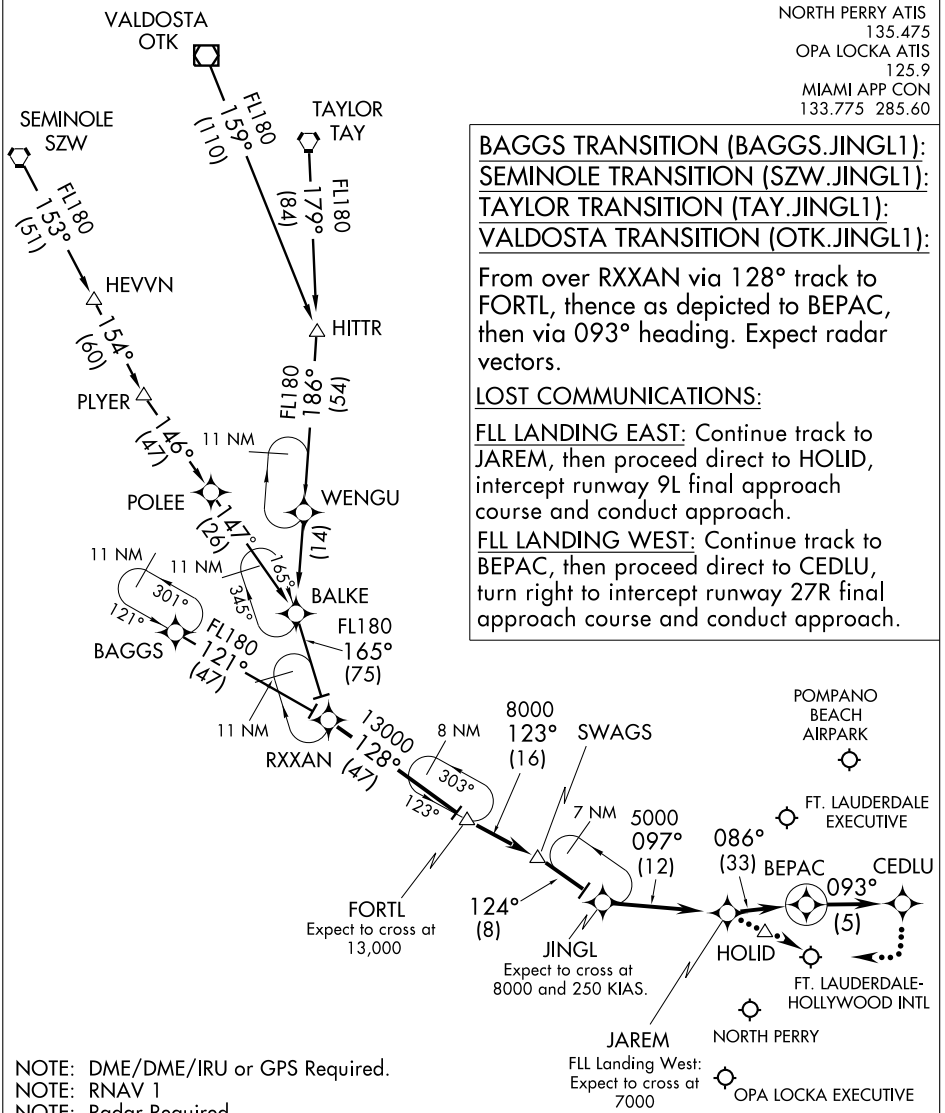
BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(JINGL.JINGL1) 08269

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LOC/DME I-PMP	APP CRS	Rwy Idg 4418
109.75	146°	TDZE 16
Chan 34(Y)		Apt Elev 19

LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

ADF and DME or RADAR Required.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

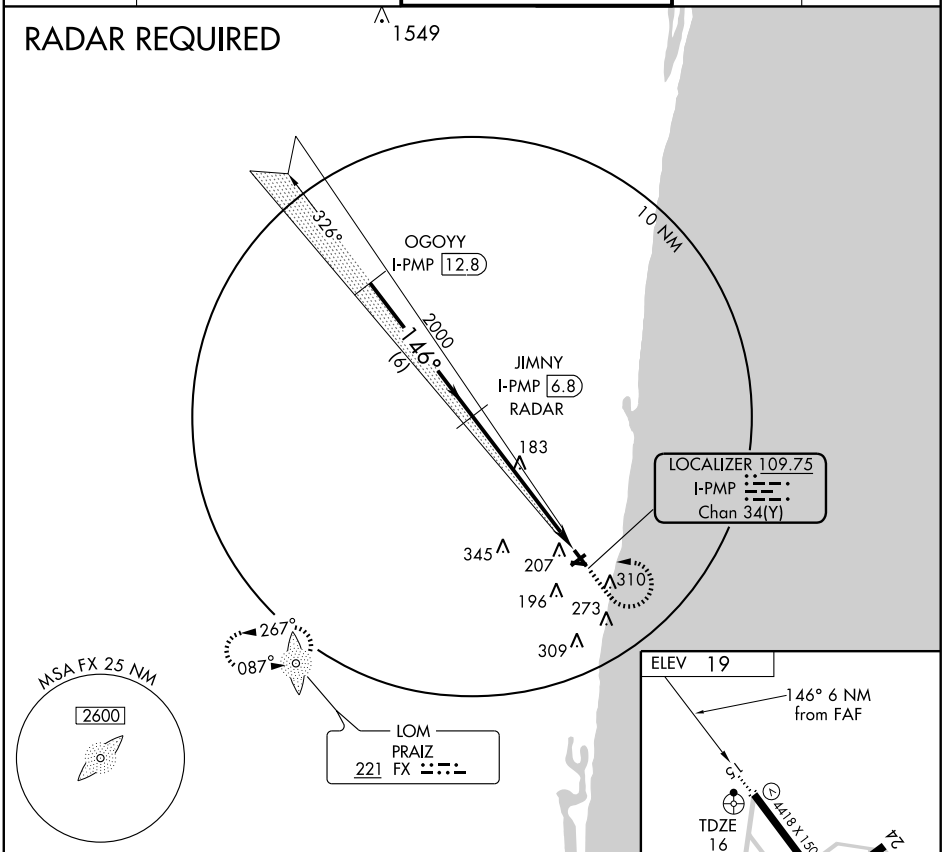
ODALS

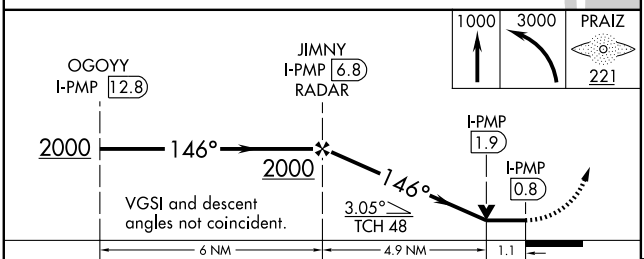
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PRAIZ LOM and hold.

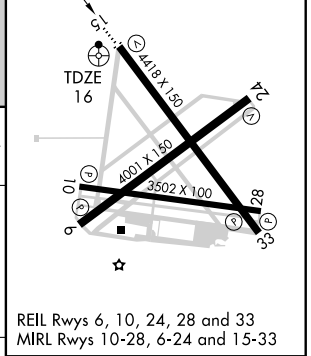
ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95

RADAR REQUIRED

1549







REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

CATEGORY	A	B	C	D
S-15	440-1	424 (500-1)	NA	
CIRCLING	660-1	641 (700-1)	NA	

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4001
CH 56603	056°	TDZE	19
W06A		Apt Elev	19

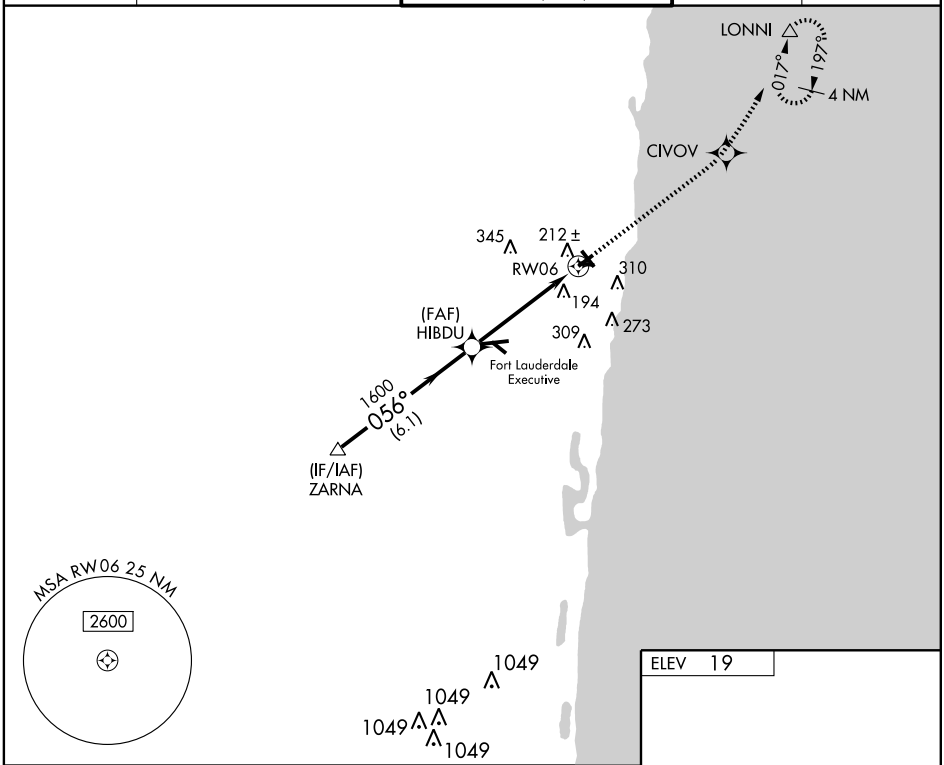
RNAV (GPS) RWY 6

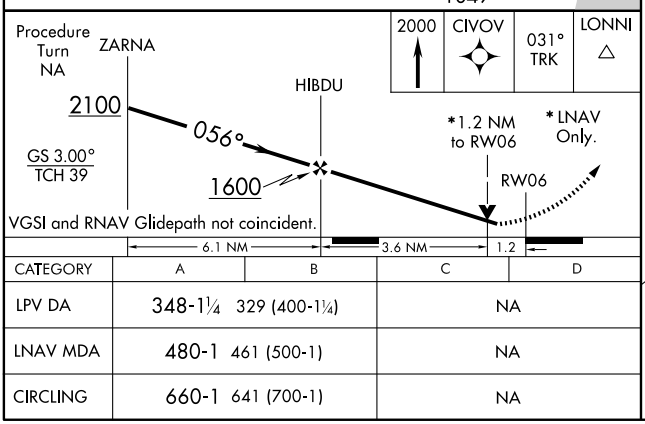
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

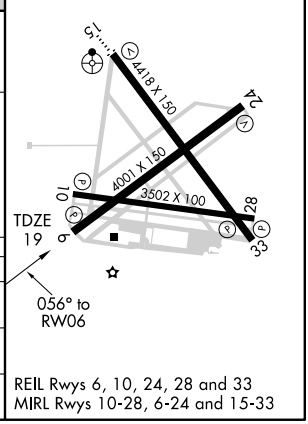
MISSED APPROACH: Climb to 2000 direct CIVOV and via 031° track to LONNI and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	348-1¼ 329 (400-1¼)		NA	
LNAV MDA	480-1 461 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4418
CH 82500	146°	TDZE	16
W15A		Apt Elev	19

RNAV (GPS) RWY 15

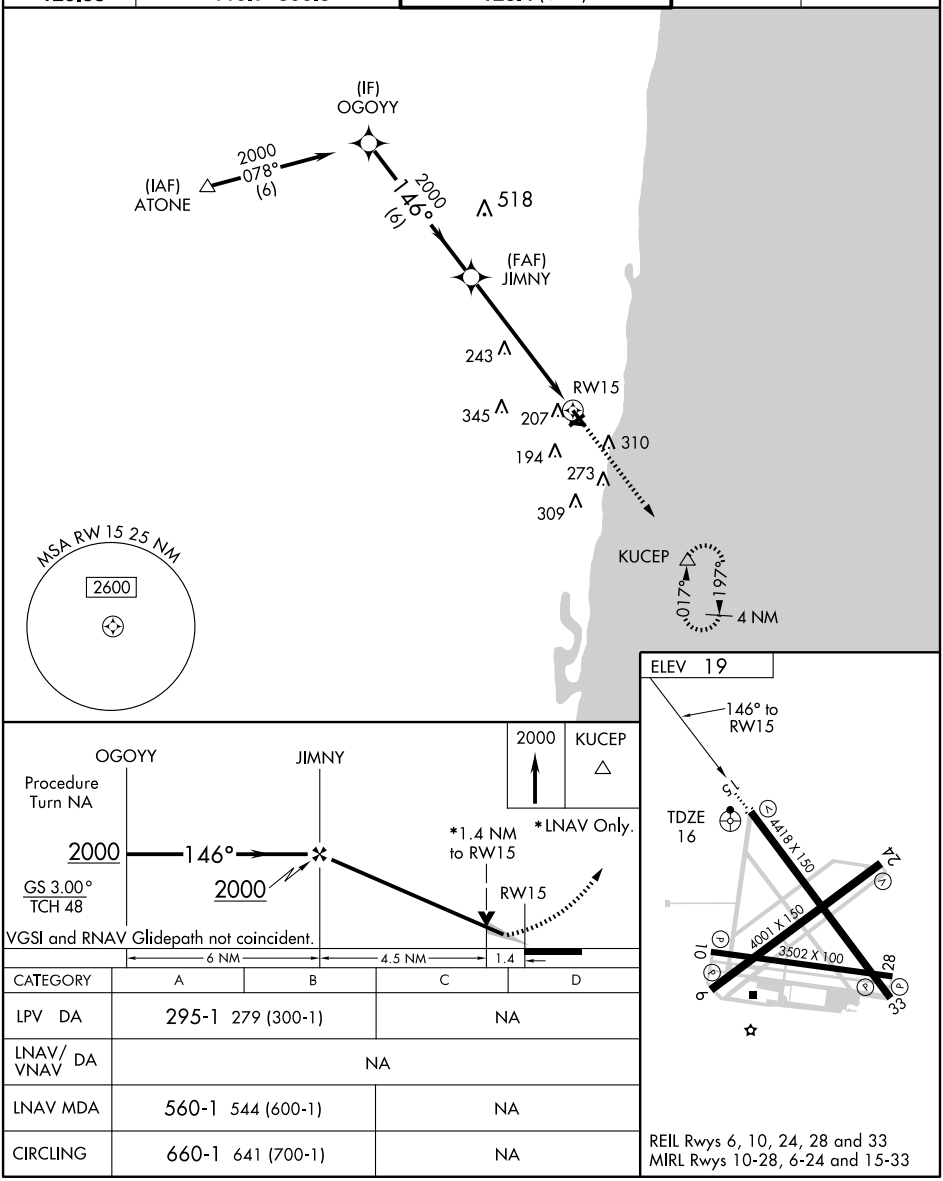
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 2000 direct KUCEP and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	295-1 279 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	560-1 544 (600-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

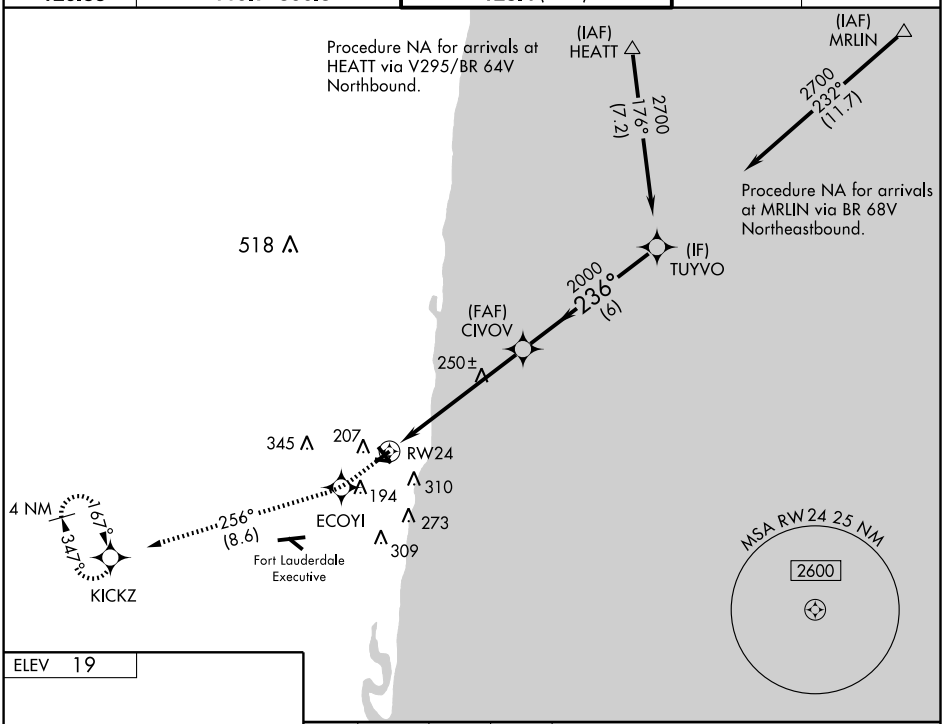
WAAS	APP CRS	Rwy Idg	4001
CH 70500	236°	TDZE	18
W24A		Apt Elev	19

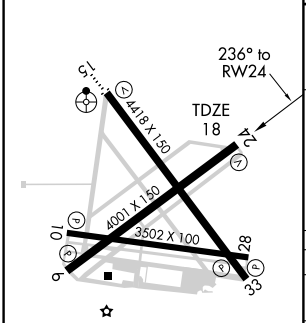
RNAV (GPS) RWY 24
POMPANO BEACH AIRPARK (PMP)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

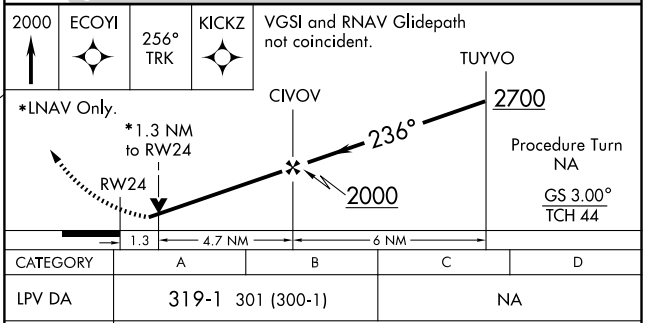
MISSED APPROACH: Climb to 2000 direct ECOYI and via 256° Track to KICKZ and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	319-1 301 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	500-1 482 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

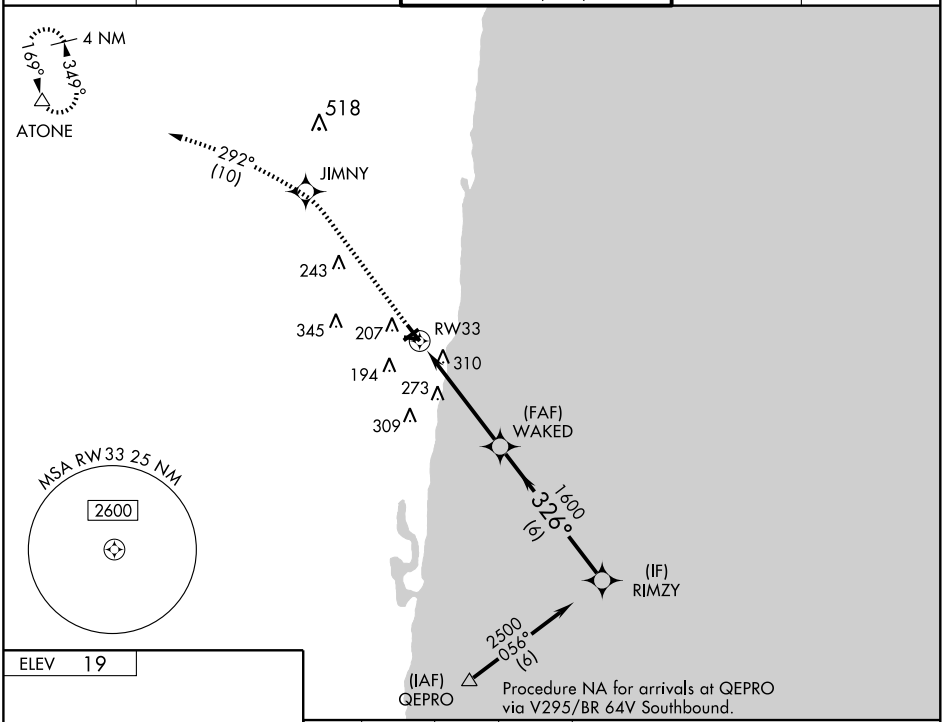
WAAS	APP CRS	Rwy Idg	4418
CH 40300	326°	TDZE	15
W33A		Apt Elev	19

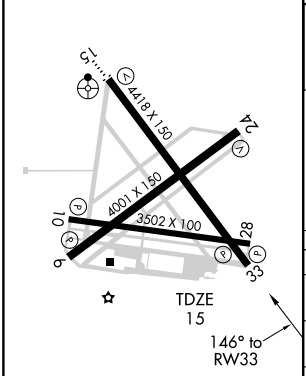
RNAV (GPS) RWY 33
POMPANO BEACH AIRPARK (PMP)

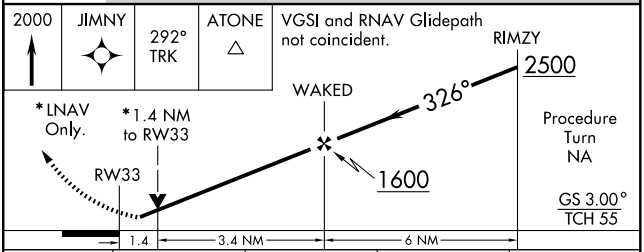
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct JIMNY and via 292° track to ATONE and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





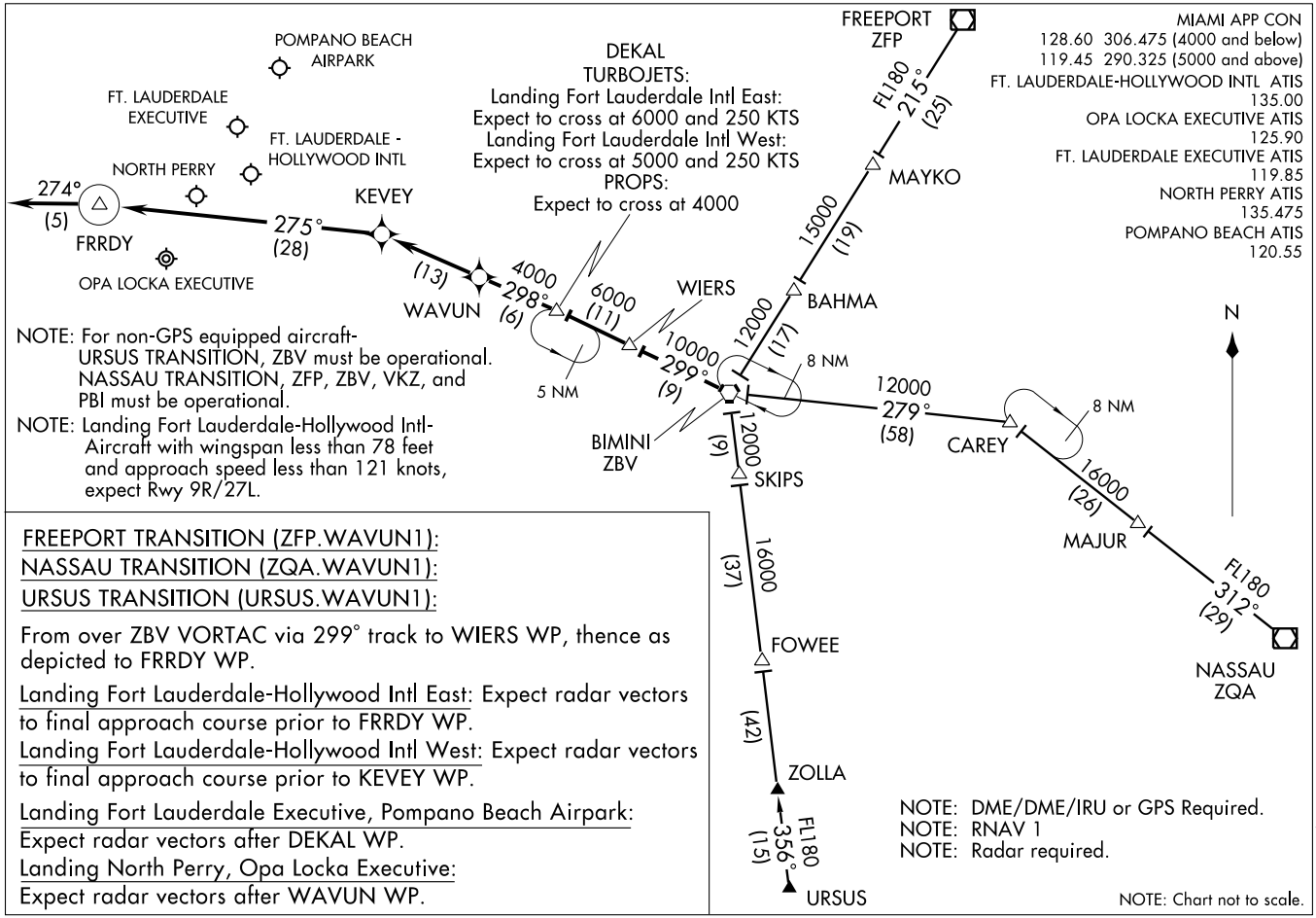


CATEGORY	A	B	C	D
LPV DA	288-1 273 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	620-1 605 (700-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAVUN ONE ARRIVAL (RNAV)

(WAVUN.WAVUN1) 08157



MIAMI APP CON
128.60 306.475 (4000 and below)
119.45 290.325 (5000 and above)
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.00
OPA LOCKA EXECUTIVE ATIS
125.90
FT. LAUDERDALE EXECUTIVE ATIS
119.85
NORTH PERRY ATIS
135.475
POMPANO BEACH ATIS
120.55

NOTE: For non-GPS equipped aircraft-
URSUS TRANSITION, ZBV must be operational.
NASSAU TRANSITION, ZFP, ZBV, VKZ, and PBI must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-
Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

FREEPORT TRANSITION (ZFP.WAVUN1):
NASSAU TRANSITION (ZQA.WAVUN1):
URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar required.

NOTE: Chart not to scale.

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAVUN ONE ARRIVAL (RNAV)
(WAVUN.WAVUN1) 08157
FORT LAUDERDALE, FLORIDA

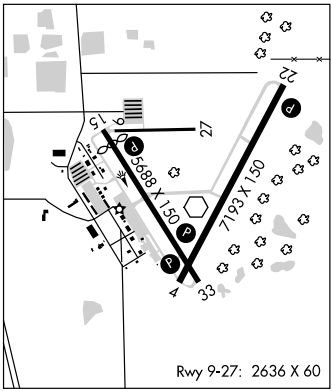
PRAIZ N26°11.14′ W80°17.91′ NOTAM FILE FXE. MIAMI
NDB (MHW/LOM) 221 FX 087° 6.9 NM to Ft Lauderdale Exec. Unmonitored when twr clsd. L–23C, A

PUNTA GORDA N26°55.01′ W81°59.48′ NOTAM FILE PIE. MIAMI
(T) VORW 110.2 PGD at Charlotte Co. VOR unusable 166°–183° byd 20 NM. L–21D, 23B
RCO 122.025 (ST PETERSBURG RADIO)

PUNTA GORDA

CHARLOTTE CO (PGD) 3 SE UTC−5(−4DT) N26°55.14′ W81°59.46′ MIAMI
26 B S4 **FUEL** 100LL, JET A, A+ OX 1, 2 TPA—1026 (1000) H–8H, L–21D, 23B
Class I, ARFF Index B NOTAM FILE PGD IAP

RWY 04–22: H7193X150 (ASPH–GRVD) S–45, D–95, 2D–150, 2D/2D2–420 HIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 22: REIL. PAPI(P4L)–GA 3.0° TCH 31′. Trees.
RWY 15–33: H5688X150 (ASPH) S–45, D–80, 2D–140 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Thld dsplcd 561′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 09–27: H2636X60 (ASPH) S–45, D–80, 2D–140, 2D/2D2–420
RWY 09: Trees. **RWY 27:** Tree.



AIRPORT REMARKS: Attended continuously. All fuel self serve, avbl 24hr with credit card. Rwy 09–27 rstd to acft less than 6000 lbs, CLOSED to air carrier ops. Arriving jet acft and all acft over 12,500 lbs maintain 2000′ AGL until established on final apch. HIRL Rwy 04–22 and MIRL Rwy 15–33 preset on low ints; to incr ints and ACTIVATE PAPI Rwy 04, Rwy 22, Rwy 15 and Rwy 33 and REIL Rwy 04, Rwy 22, Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (941) 639–0076.
COMMUNICATIONS: CTAF/UNICOM 122.975
PUNTA GORDA RCO 122.025 (ST PETERSBURG RADIO)
Ⓡ **FORT MYERS APP/DEP CON** 125.15 (1100–0500Z‡) **CLNC DEL** 127.05
Ⓡ **MIAMI CENTER APP/DEP CON** 134.75 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RSW.
LEE CO (L) VORTAC 111.8 RSW Chan 55 N26°31.79′ W81°46.55′ 336° 26 NM to fld. 25/02W. **HIWAS.**
PUNTA GORDA (T) VORW 110.2 PGD N26°55.01′ W81°59.48′ at fld. NOTAM FILE PIE. VOR unusable 166°–183° byd 20 NM.

SHELL CREEK AIRPARK (F13) 7 E UTC−5(−4DT) N26°58.12′ W81°54.98′ MIAMI
20 **FUEL** 100LL NOTAM FILE PIE Not insp.
RWY 18–36: 2600X110 (TURF)
RWY 18: Thld dsplcd 600′. Trees. **RWY 36:** Thld dsplcd 100′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Parachute Jumping. Glider activity on and invof arpt. Rwy 18–36 dsplcd thld marked with white square markers each side of rwy perpendicular to centerline. Rwy 36 fence marked with white tires.
COMMUNICATIONS: CTAF 122.9

QEEZY N25°38.50′ W80°30.29′ NOTAM FILE TMB. MIAMI
NDB (LOM) 266 TM 087° 3.9 NM to Kendall–Tamiami Executive. NDB unmonitored.

WAAS	APP CRS		
CH 48807	032°	Rwy Idg	7193
W04A		TDZE	24
		Apt Elev	26

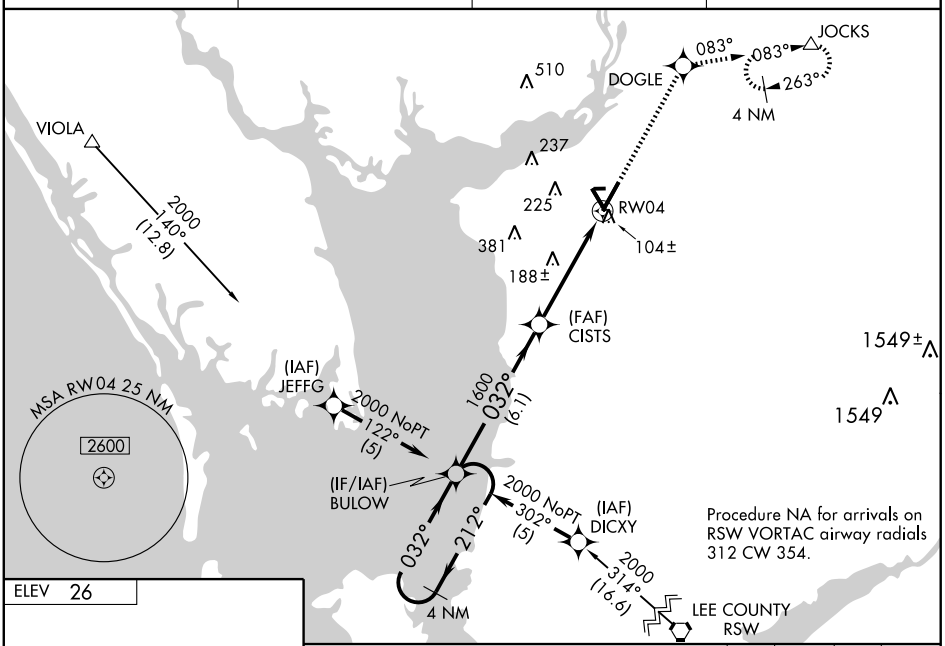
RNAV (GPS) RWY 4

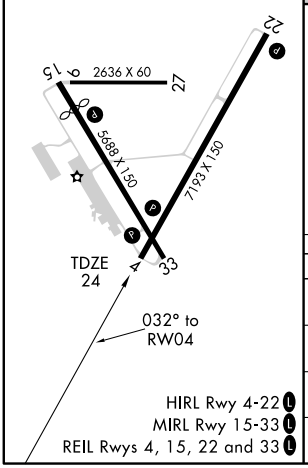
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

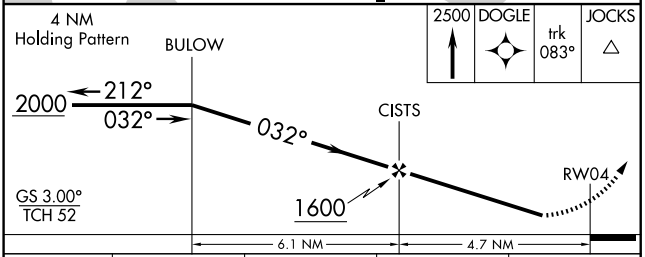
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility and Circling Cat C visibility ¼mile. Baro-VNAV NA when using Page Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DOGLE and via 083° track to JOCKS and hold, continue climb-in-hold to 2500.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	452-1½ 428 (500-1½)			
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	500-1 474 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5127
CH 86307	152°	TDZE	21
W15A		Apt Elev	26

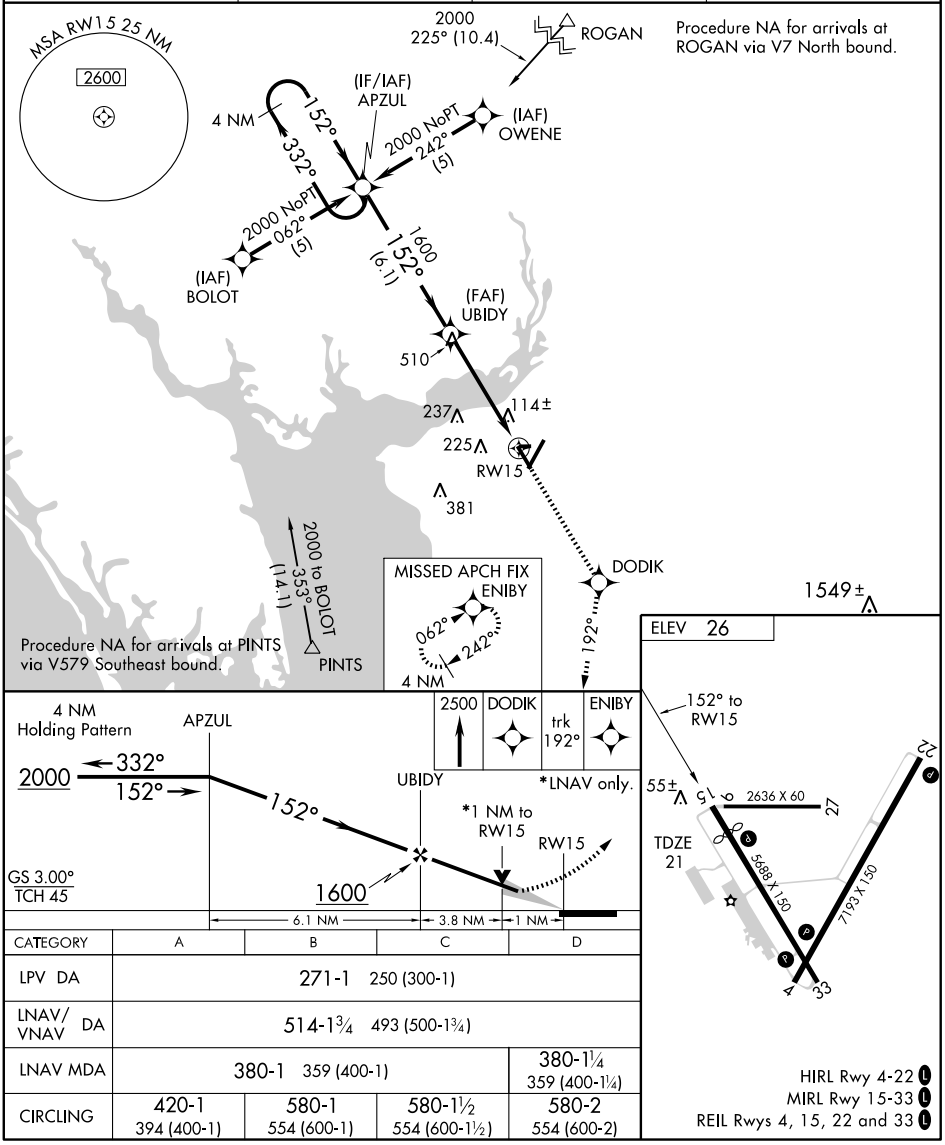
RNAV (GPS) RWY 15

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat C visibility, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DODIK and via 192° track to ENIBY and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	271-1 250 (300-1)			
LNAV/VNAV DA	514-1¾ 493 (500-1¾)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7193
CH 45905	212°	TDZE	26
W22A		Apt Elev	26

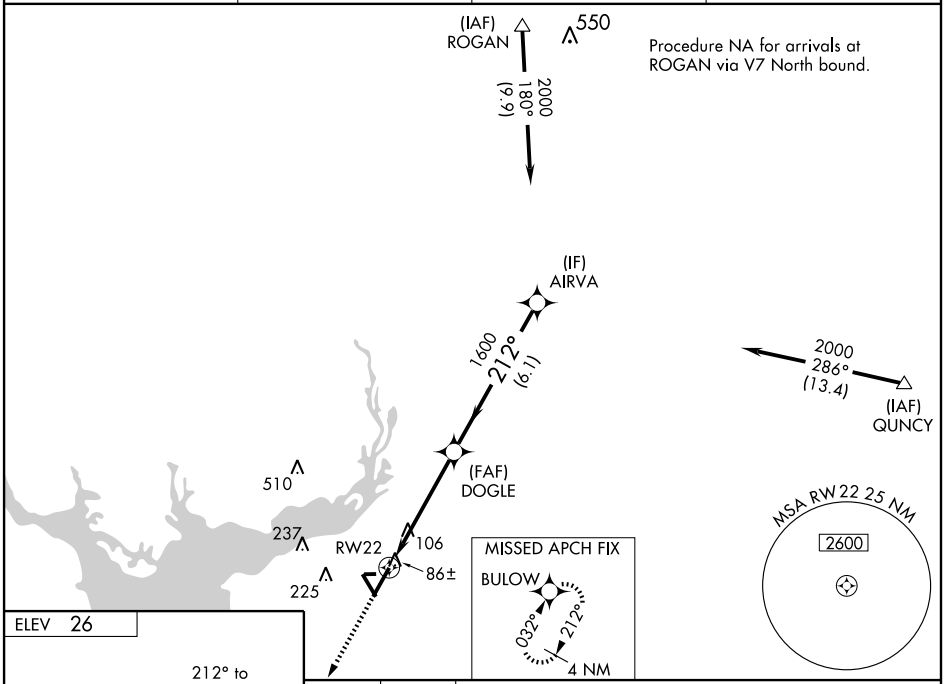
RNAV (GPS) RWY 22

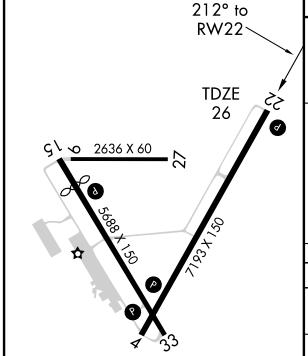
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

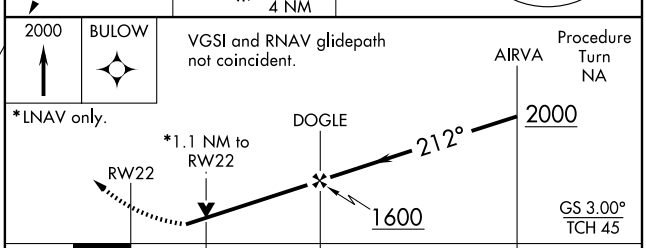
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BULOW and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	276-1 250 (300-1)			
LNAV/VNAV DA	356-1¼ 330 (400-1¼)			
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5688
CH 93507	332°	TDZE	23
W33A		Apt Elev	26

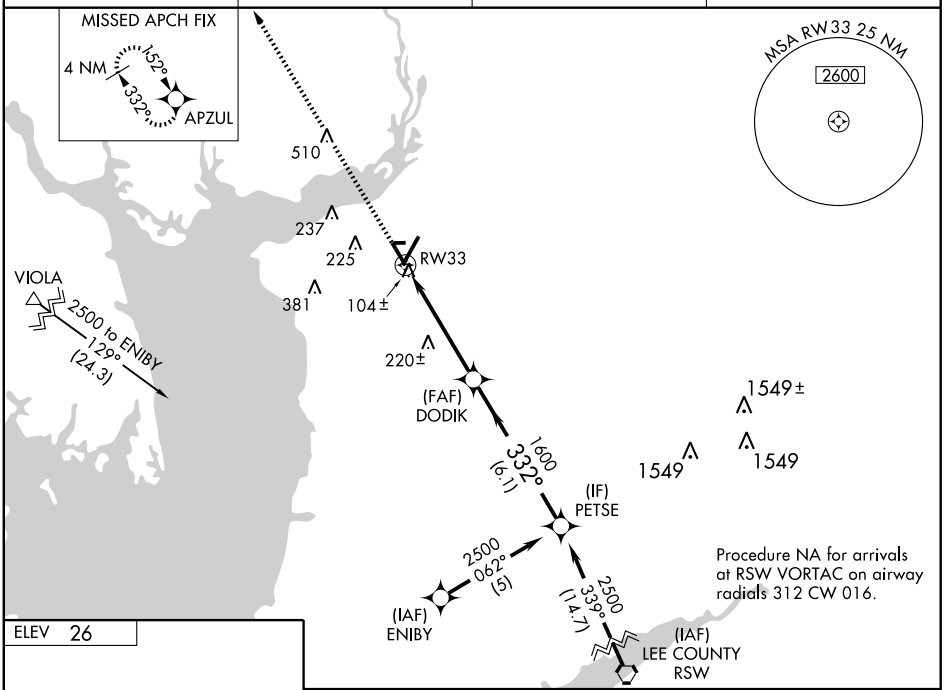
RNAV (GPS) RWY 33

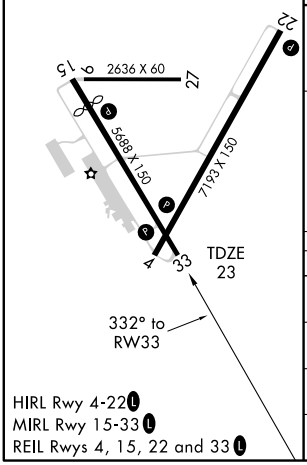
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

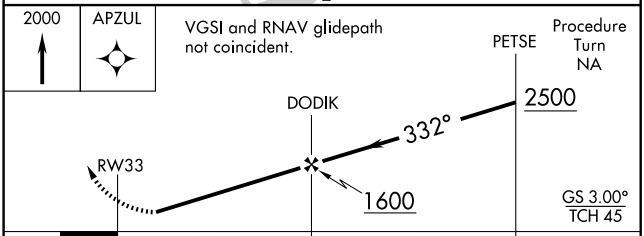
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities ¼, increase LNAV Cats C/D visibility ¼, and increase Circling Cat C visibility ¼. Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct APZUL and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 292 (300-1)			
LNAV/VNAV DA	374-1¼ 351 (400-1¼)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	520-1 494 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR PGD 110.2	APP CRS 021°	Rwy Idg 7193 TDZE 24 Apt Elev 26

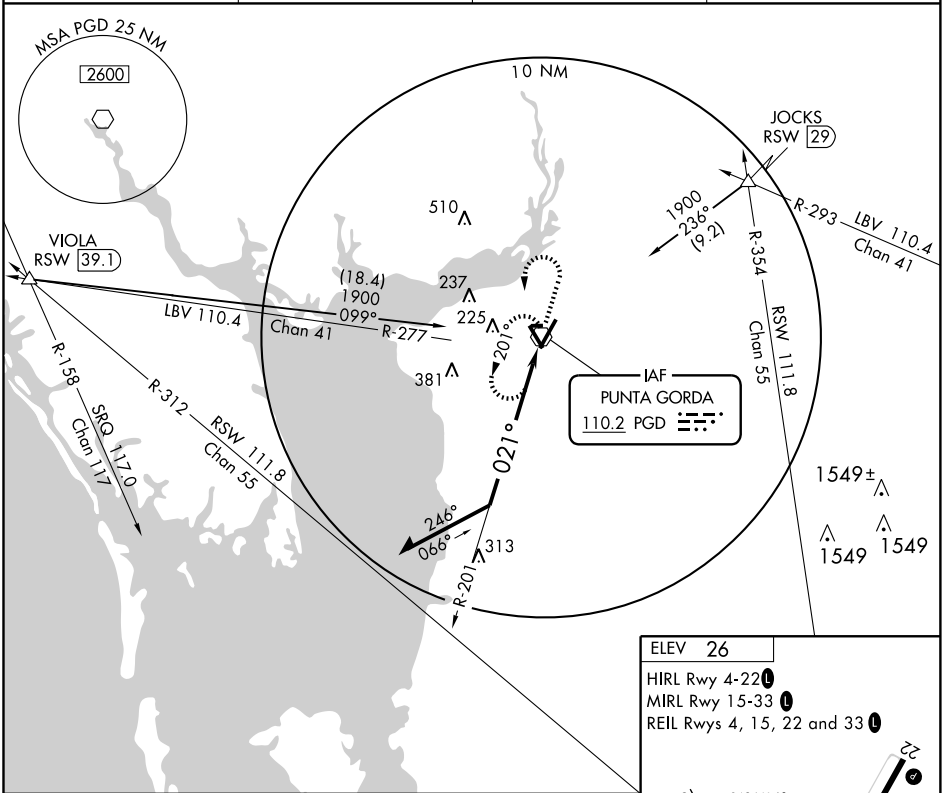
VOR RWY 4

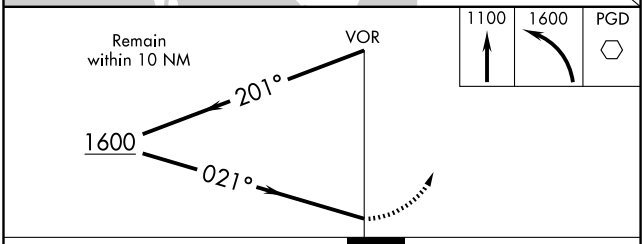
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet; increase all Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-4	680-1 656 (700-1)		680-1¾ 656 (700-1¾)	680-2 656 (700-2)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (600-1¾)	680-2 654 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VOR PGD 110.2	APP CRS 219°	Rwy Idg 7193 TDZE 26 Apt Elev 26

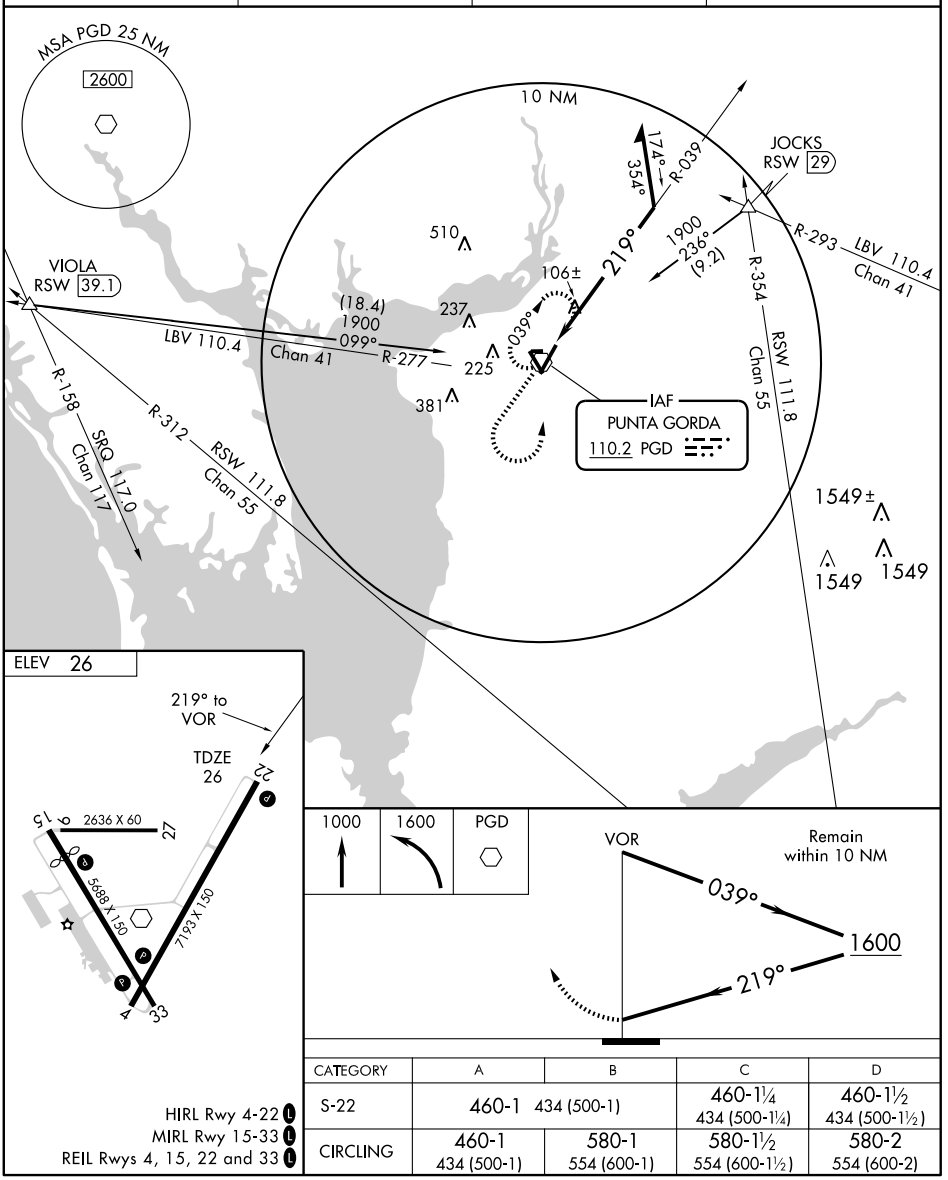
VOR RWY 22

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet, and increase Circling Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD VOR and hold, continue climb-in-hold to 1600.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	125.15 306.2	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-22	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)
CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

QUINCY MUNI (2J9) 2 NE UTC−5(−4DT) N30°35.87′ W84°33.45′ JACKSONVILLE

221 B S4 **FUEL** 100LL NOTAM FILE GNV L–21D, 22I

RWY 14–32: H2964X75 (ASPH) S–20 LIRL 0.7% up NW IAP

RWY 14: PAPI(P2R). Thld dsplcd 264′. Trees. Rgt tfc.

RWY 32: PAPI(P2L). Thld dsplcd 324′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–2964 TODA–2964 ASDA–2964 LDA–2700

RWY 32: TORA–2964 TODA–2964 ASDA–2755 LDA–2431

AIRPORT REMARKS: Attended 1300Z‡–dusk. Extensive Parachute Jumping ops on arpt. Glider ops blo 10,000′ on and invof arpt. Unmarked turf lndg area adj Rwy 14–32 along NE side.

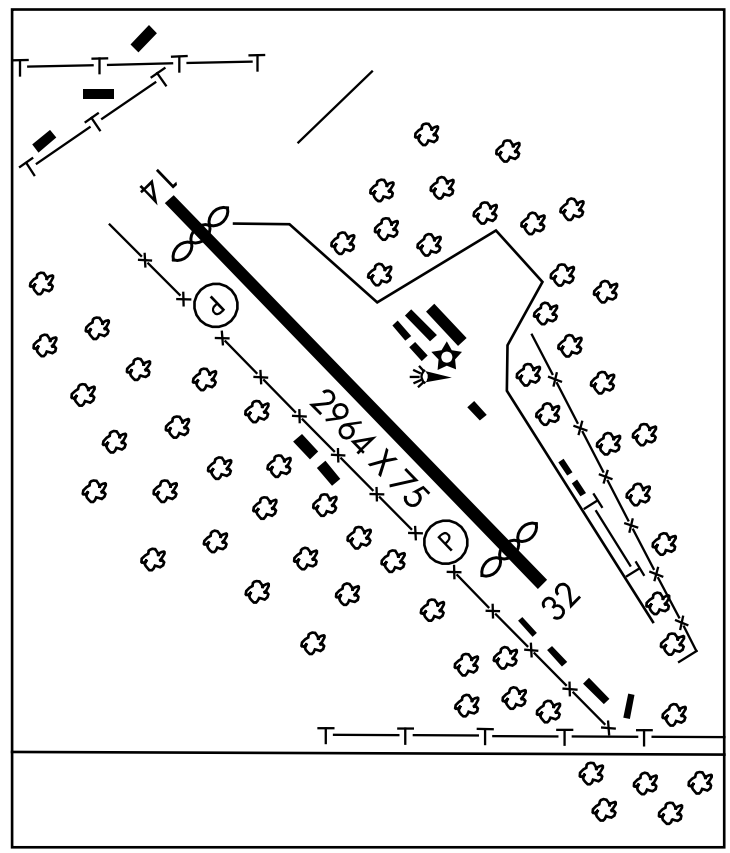
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **TALLAHASSEE APP/DEP CON** 128.7 (1100–0400Z‡)

JAX CENTER APP/DEP CON 128.625 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.

SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 283° 9.8 NM to fld. 180/02E. **HIWAS.**



RINGY N27°19.69′ W82°28.70′ NOTAM FILE SRQ. MIAMI

NDB (LOM) 245 SR 317° 5.7 NM to Sarasota/Bradenton Intl.

RIVER RANCH RESORT (2RR) 0 NW UTC−5(−4DT) N27°46.76′ W81°12.24′ MIAMI

55 B **FUEL** 100LL NOTAM FILE PIE L–21D, 24F

RWY 16–34: H4950X75 (ASPH)

RWY 16: Thld dsplcd 200′. Brush. **RWY 34:** Thld dsplcd 1000′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Airport CLOSED night ops indef. 30′ brush and trees 125′ from centerline both sides of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.

VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 283° 38.5 NM to fld. 20/04W. **HIWAS.**

APP CRS	Rwy Idg	2700
137°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 14

QUINCY MUNI (2J9)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)

Procedure NA for arrivals at SAIML via V7 Northwest bound.

(IAF) SAIML

2000 NoPT 146° (9.7)

136°

4 NM

316°

(IF/IAF) SOGCO

1800 136° (6.1)

(IAF) SNEAD

2000 NoPT 068° (5.9)

(FAF) JORLA

519±

137°

2000 to SOGCO 317° (8.9)

QUILL

658

469

RW14

592 640

673

1062

MSA RW14 25 NM

2100

4 NM Holding Pattern

SOGCO

2000 316° 136°

JORLA

136°

1800

137°

RW14

3.04° TCH 40

6.1 NM 4.8 NM

2000 SOGCO

ELEV 221 D

137° to RW14

TDZE 221

2964 X 75

0.6% Up

14 32

CATEGORY	A	B	C	D
LNAV MDA	840-1	619 (700-1)	840-1¾ 619 (700-1¾)	NA
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	2431
317°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 32

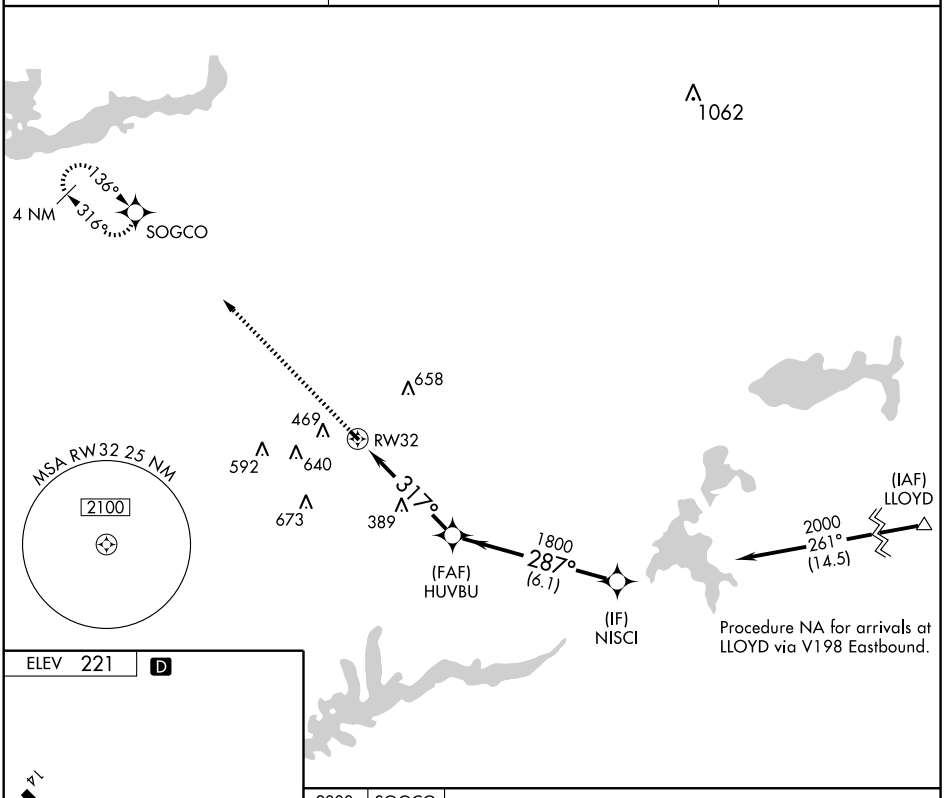
QUINCY MUNI (2J9)

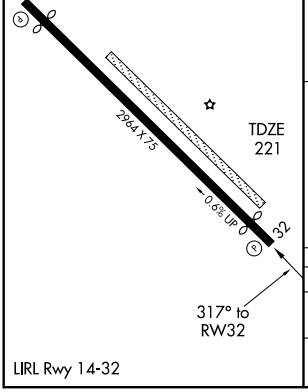
T NA

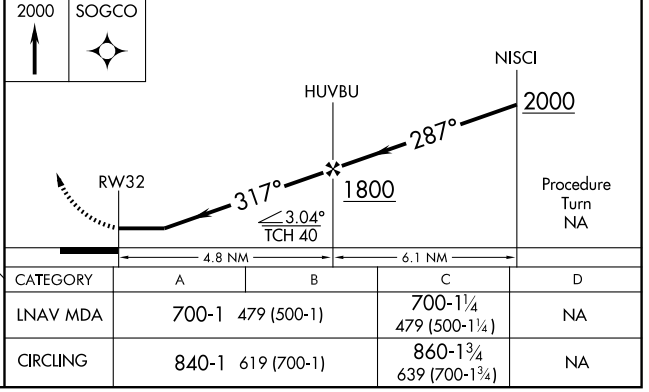
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	700-1 479 (500-1)		700-1¼ 479 (500-1¼)	NA
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SZW	APP CRS	Rwy Idg	N/A
117.5	283°	TDZE	N/A
Chan 122		Apt Elev	221

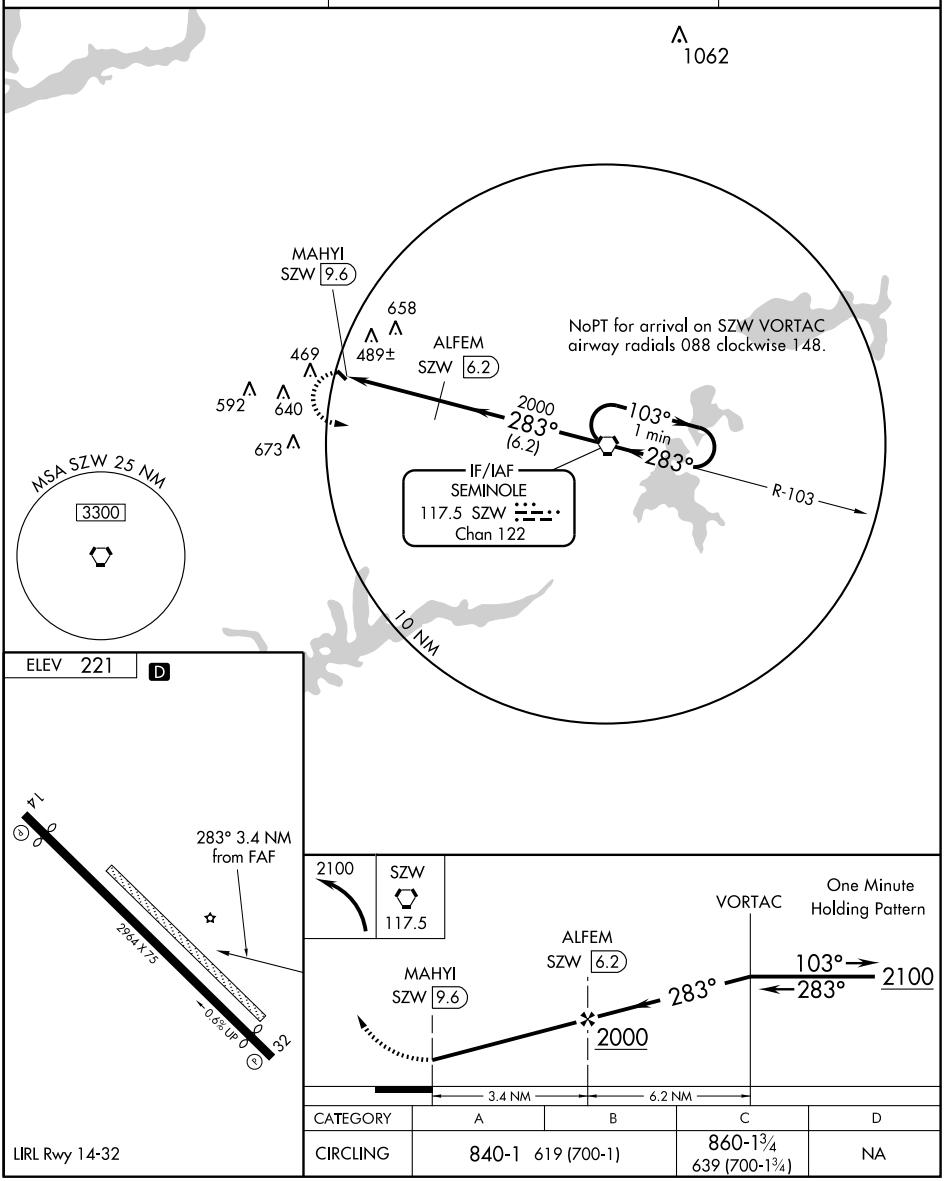
VOR/DME-A

QUINCY MUNI (2J9)

T ANA Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

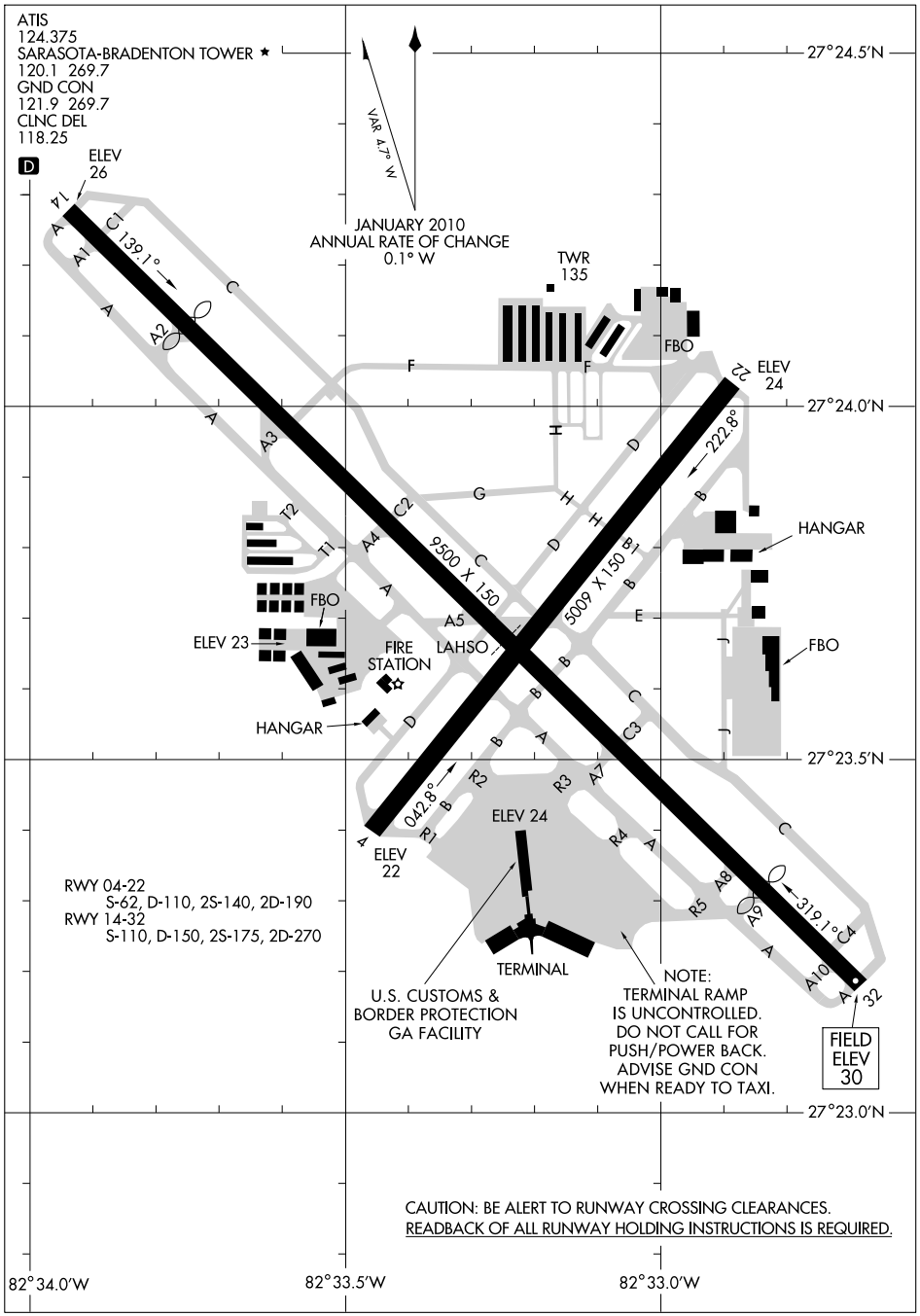
LIRL Rwy 14-32

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SARASOTA/BRADENTON INTL (SRQ)

SARASOTA (BRADENTON), FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SARASOTA (BRADENTON), FLORIDA

SARASOTA/BRADENTON INTL (SRQ)

10210

SARASOTA/BRADENTON INTL (SRQ) 3 UTC−5(−4DT) N27°23.73′ W82°33.26′ **MIAMI**
30 B S4 **FUEL** 100LL, JET A, A+ OX 1, 2, 3, 4 TPA—1030(1000) Class I, ARFF Index **H–8H, L–21D, 23B**
NOTAM FILE SRQ **IAP, AD**
RWY 14–32: H9500X150 (ASPH–GRVD) S–110, D–150, 2S–175, 2D–270 HIRL
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 1350′.
RWY 32: MALSR. PAPI(P4L)—GA 3.0°. Thld dsplcd 1150′.
RWY 04–22: H5009X150 (ASPH–GRVD) S–62, D–110, 2S–140, 2D–190 HIRL
RWY 04: PAPI(P4L)—GA 3.0° TCH 37′. Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Road.
LAND AND HOLD SHORT OPERATIONS

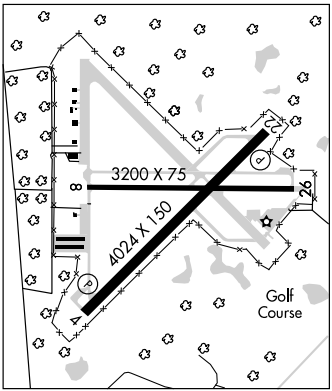
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	04–22	3800

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5009 TODA–5009 ASDA–5009 LDA–5009
RWY 14: TORA–8350 TODA–9503 ASDA–8890 LDA–7540
RWY 22: TORA–5009 TODA–5009 ASDA–5009 LDA–5009
RWY 32: TORA–8150 TODA–9500 ASDA–8660 LDA–7510
AIRPORT REMARKS: Attended continuously. Contact FBOs for fuel available. Birds on and invof arpt. Twy F limited to 70,000 lbs gross weight. Terminal ramp is uncontrolled. Do not call for push/power back. Advise Gnd Con when ready to taxi. Arpt has noise abatement procedures ctc Environmental Affairs Office at 941–359–5200, ext 4206. When twr clsd all acft are required to hold at the ILS Hold Position signs abeam the thlds of Rwy 14 and Rwy 32 during all wx conditions. The apchs to Rwy 14 and Rwy 32 are considered clear when acft are beyond Rwy 14 and Rwy 32 thlds base upon landing direction. When twr clsd ACTIVATE HIRL Rwy 14–32, Rwy 04–22; PAPI Rwy 14, Rwy 32, Rwy 04 and Rwy 22, REIL Rwy 22; MALSR Rwy 14–32 and all Twy lgts—CTAF. US Customs user fee arpt. PPR US Customs svc Mon-Fri; 1300–2200Z‡ call 941–359–5040; after hrs fee charged.
WEATHER DATA SOURCES: ASOS 124.375 (941) 359–0117. LAWRS. LLWAS.
COMMUNICATIONS: CTAF 120.1 **ATIS** 124.375 **UNICOM** 122.95
RCO 122.1R 115.2T (ST PETERSBURG RADIO)
Ⓡ **TAMPA APP/DEP CON** 119.65 124.95 (4000′ and blo)
TOWER 120.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 118.25
AIRSPACE: CLASS C svc Per twr NOTAM 1100–0500Z‡ ctc **TAMPA APP CON** other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SRQ.
(H) VORTAC 117.0 SRQ Chan 117 N27°24.42′ W82°33.82′ at fld. 20/02W.
RINGY NDB (LOM) 245 SR N27°19.69′ W82°28.71′ 317° 5.7 NM to fld.
ILS 109.7 I–SRQ Rwy 32. LOM RINGY NDB. (ILS unmonitored when twr clsd).
ILS 111.3 I–FFV Rwy 14. Class ID. ILS unusable byd 25° right of course.

SATELLITE N28°05.97′ W80°42.06′ NOTAM FILE MLB. **JACKSONVILLE**
NDB (HW) 257 SQT 089° 3.0 NM to Melbourne Intl. **H–8I, L–24F**

SAUFLEY N30°28.33′ W87°20.15′ NOTAM FILE PNS. **NEW ORLEANS**
(L) VOR 108.8 NUN at NOLF Saufley. **L–21C, 22H**
RCO 122.1R 108.8T (GAINESVILLE RADIO)

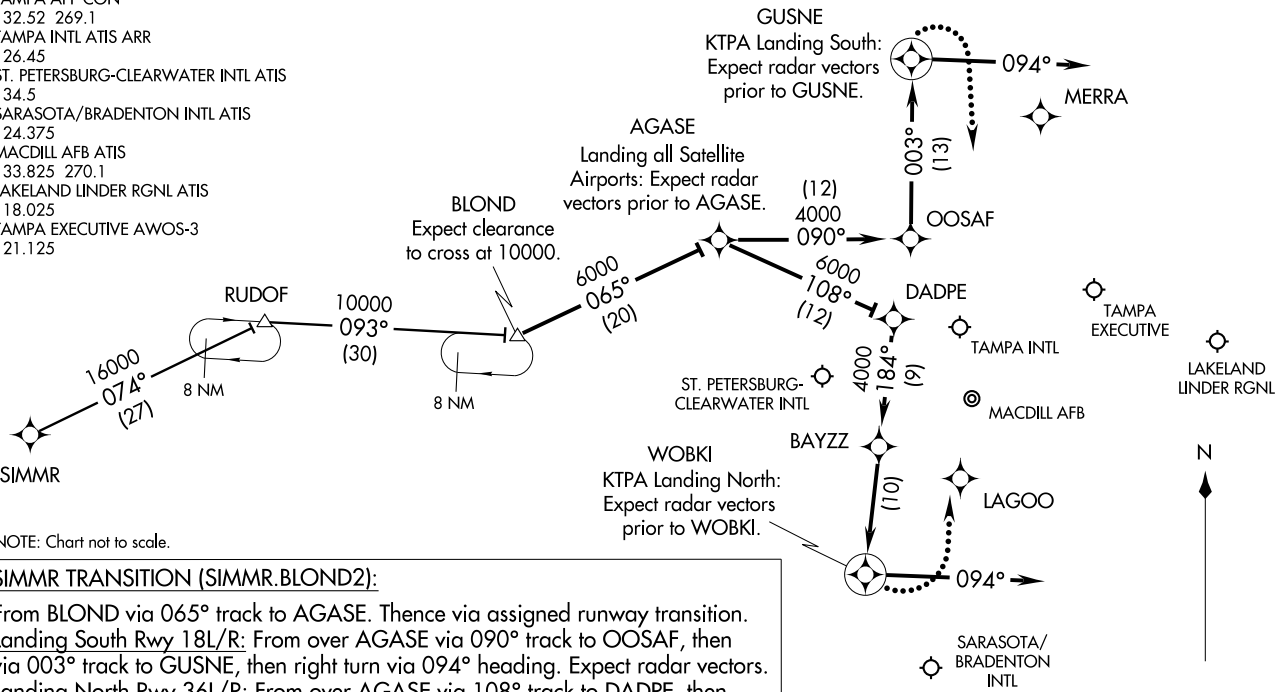
SEBASTIAN MUNI (X26) 1 W UTC−5(−4DT) N27°48.79′ W80°29.74′ **MIAMI**
21 B S4 **FUEL** 100LL NOTAM FILE PIE **L–24F**
RWY 04–22: H4024X150 (ASPH) S–22 LIRL
RWY 04: PAPI(P2L). Trees. **RWY 22:** PAPI(P2L). Trees. Rgt tfc.
RWY 08–26: H3200X75 (ASPH)
RWY 08: Road. **RWY 26:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Self serve 100LL fuel avbl continuously. Parachute Jumping. Extensive parachute ops. Avoid overflying arpt during parachute ops. Trees and brush in all transition surfaces Rwy 22 and Rwy 26. Noise abatement procedures in effect, ctc arpt manager 772–633–0151. Identification required for arpt access.
COMMUNICATIONS: CTAF/AUNICOM 123.05
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 002° 8.1 NM to fld. 20/04W. **HIWAS.**



BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

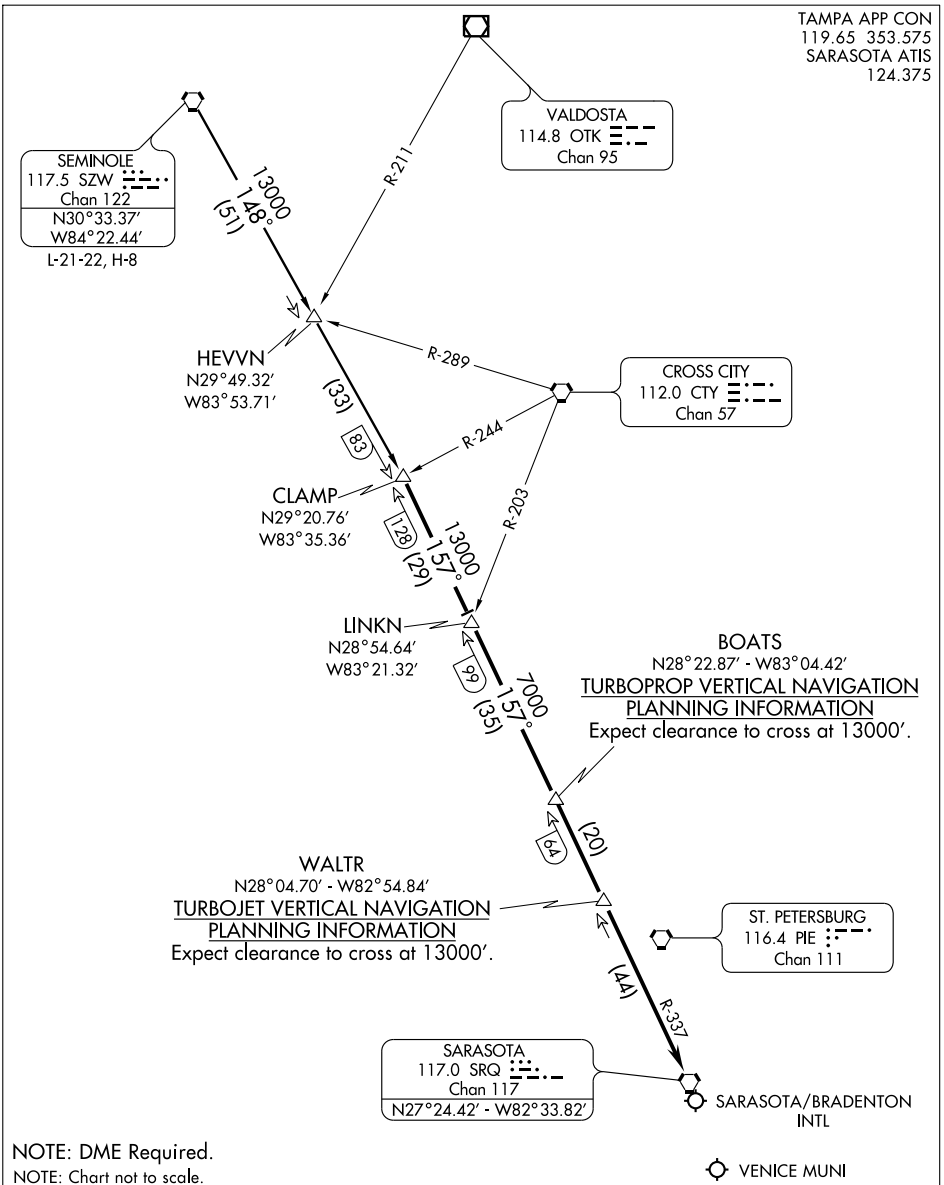
ST-416 (FAA)

TAMPA, FLORIDA

TAMPA, FLORIDA

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-FFV	APP CRS	Rwy Idg	7540
111.3	136°	TDZE	23
		Apt Elev	30

ILS or LOC RWY 14

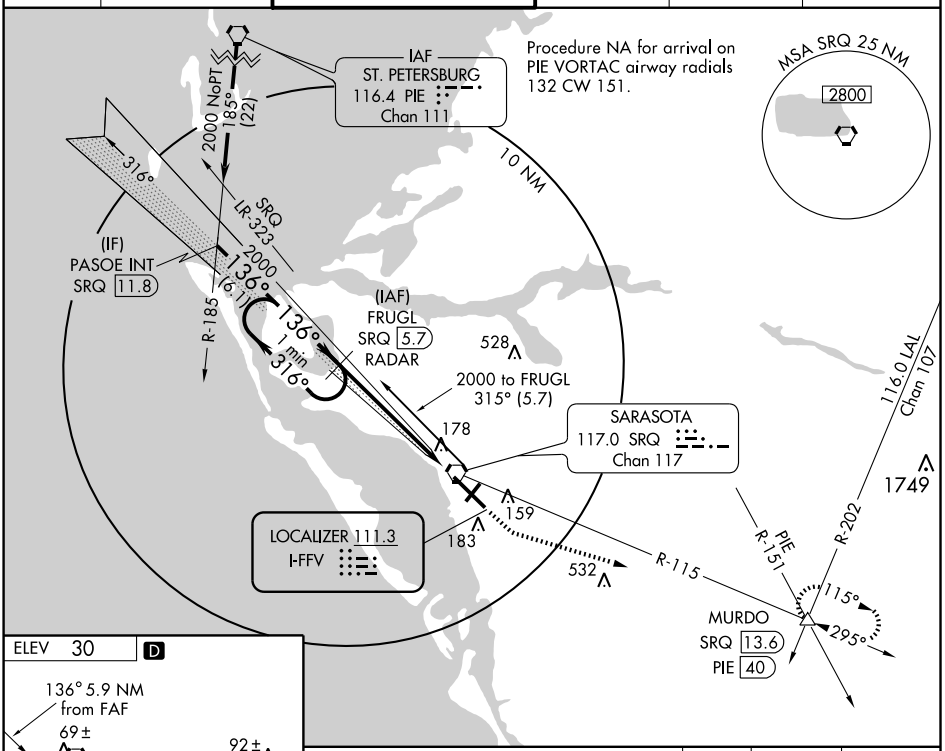
SARASOTA/BRADENTON INTL (SRQ)

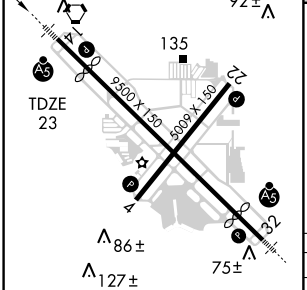
When control tower closed: S-ILS 14 minimums NA. Increase S-LOC 14 all Cats. visibility to 1 mile. Inoperative table does not apply to S-LOC 14 Cats. A,B and C. For inoperative MALSR, increase S-LOC 14 Cat. D visibility to 1¼. DME or RADAR Required.

MALSR

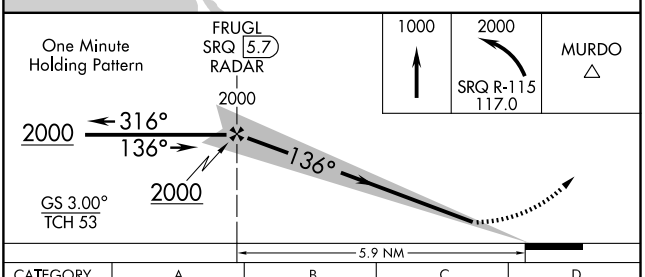
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 and SRQ VORTAC R-115 to MURDO Int/SRQ 13.6 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 14	223-½ 200 (200-½)			
S-LOC 14	380-½ 357 (400-½)			380-¾ 357 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-SRQ	APP CRS	Rwy Idg	7510
109.7	316°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 32

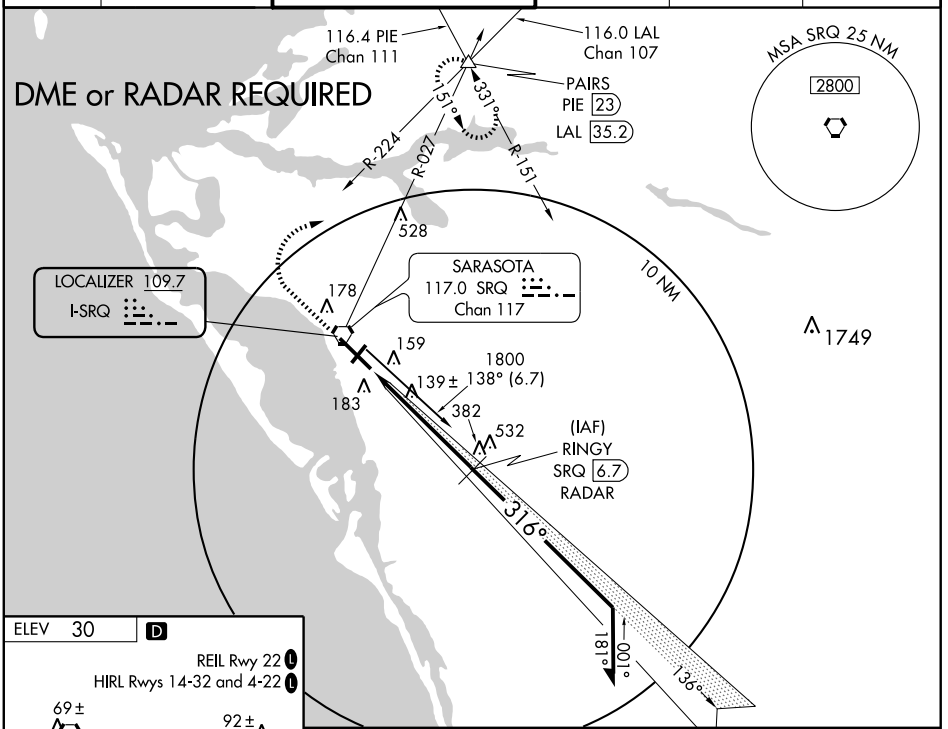
SARASOTA/BRADENTON INTL (SRQ)

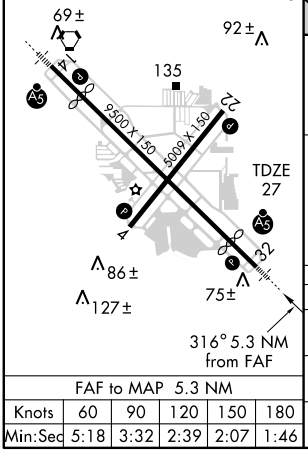
T A — Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 minimums NA, increase S-LOC 32 all Cats. visibility to 1. Inoperative table does not apply to S-LOC 32 Cats. A/B/C, for inoperative MALSR, increase S-LOC 32 Cat. D visibility to 1¼.

MALSR

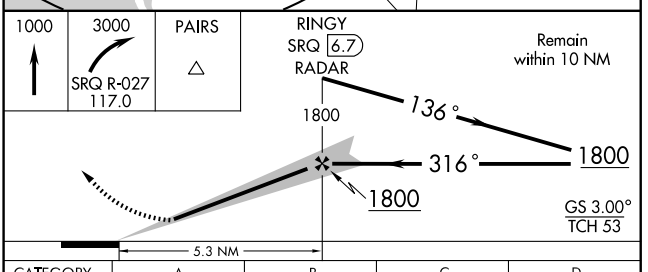
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via SRQ VORTAC R-027 to PAIRS Int/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 32	227-½ 200 (200-½)			
S-LOC 32	400-½ 373 (400-½)			400-¾ 373 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5009
040°	TDZE	23
	Apt Elev	30

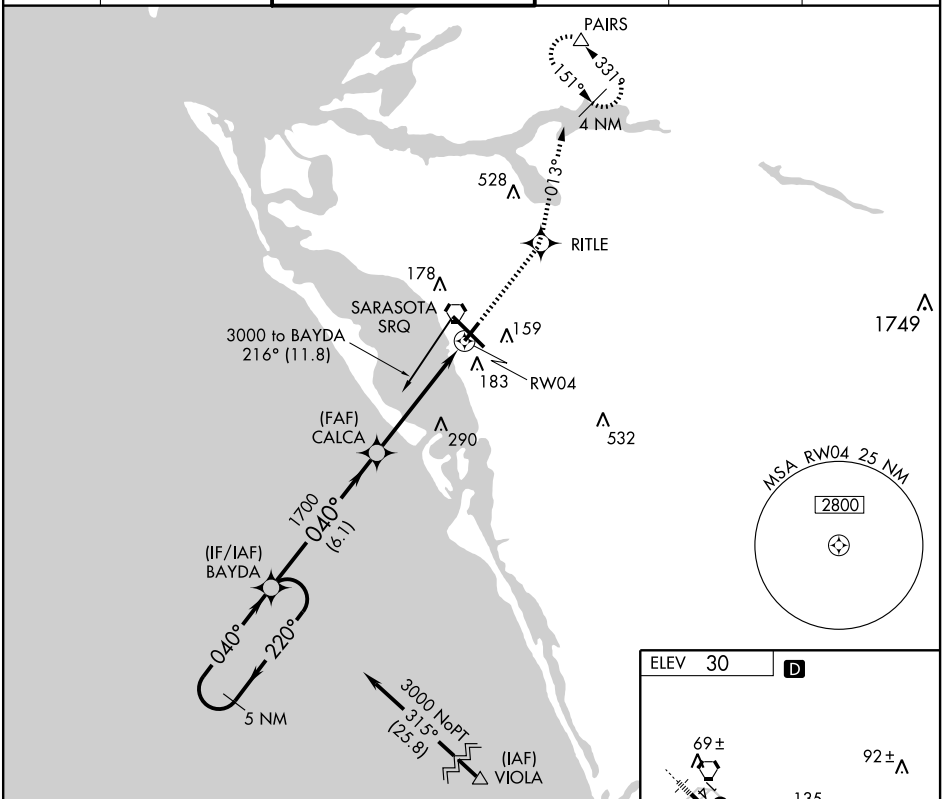
RNAV (GPS) RWY 4

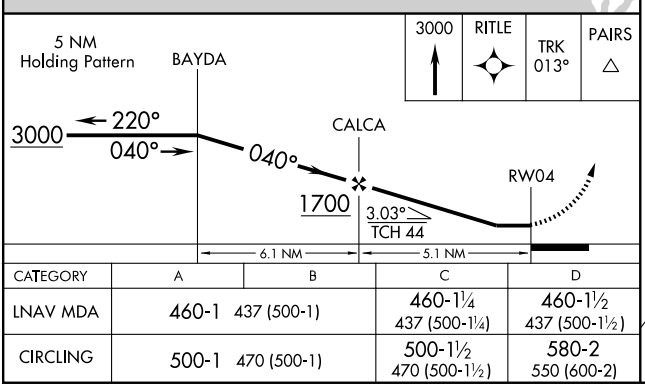
SARASOTA/BRADENTON INTL (SRQ)

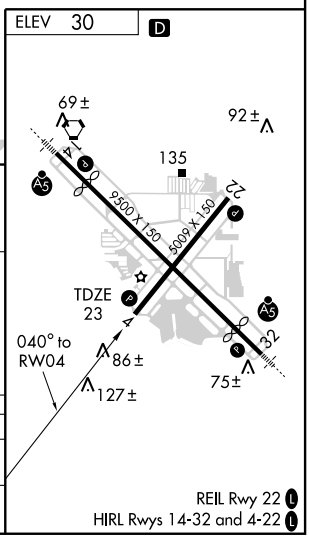
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RITLE and via 013° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	437 (500-1)	460-1¼ 437 (500-1¼)	460-1½ 437 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86705 W14A	APP CRS 136°	Rwy ldg 7540 TDZE 23 Apt Elev 30

RNAV (GPS) RWY 14

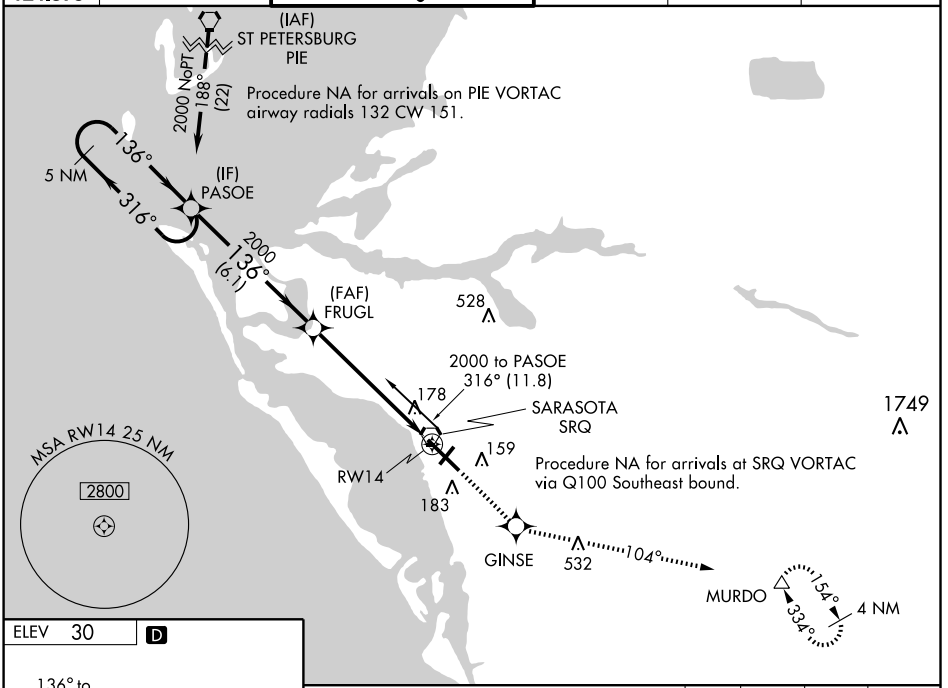
SARASOTA/BRADENTON INTL (SRQ)

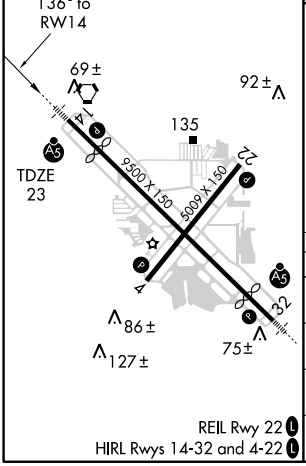
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ . When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1 mile; inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼ miles.

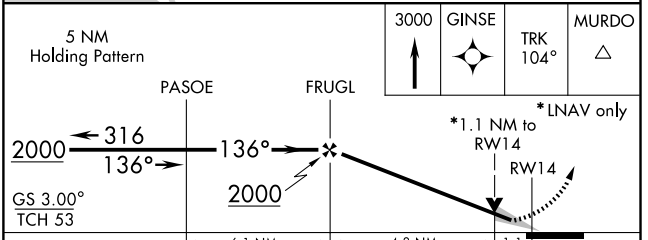
MALSR

MISSED APPROACH: Climb to 3000 direct GINSE and via 104° track to MURDO and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LPV DA	223-½ 200 (200-½)			
LNAV/ VNAV DA	488-1 465 (500-1)			
LNAV MDA	440-½ 417 (500-½)		440-¾ 417 (500-¾)	440-1 417 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5009
220°	TDZE	24
	Apt Elev	30

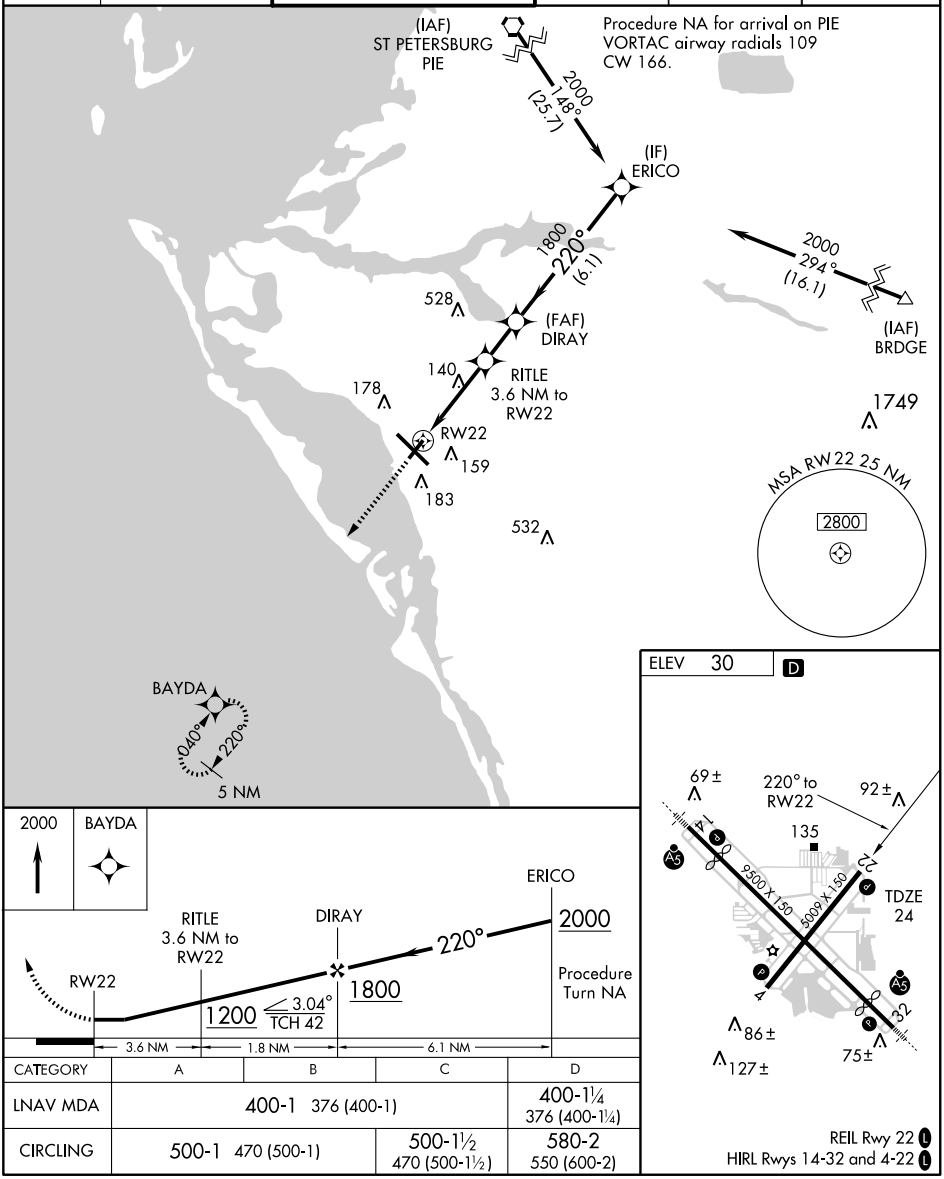
RNAV (GPS) RWY 22

SARASOTA/BRADENTON INTL (SRQ)

Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BAYDA and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95



CATEGORY	A	B	C	D
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 72605 W32A	APP CRS 316°	Rwy Idg 7510 TDZE 27 Apt Elev 30

RNAV (GPS) RWY 32

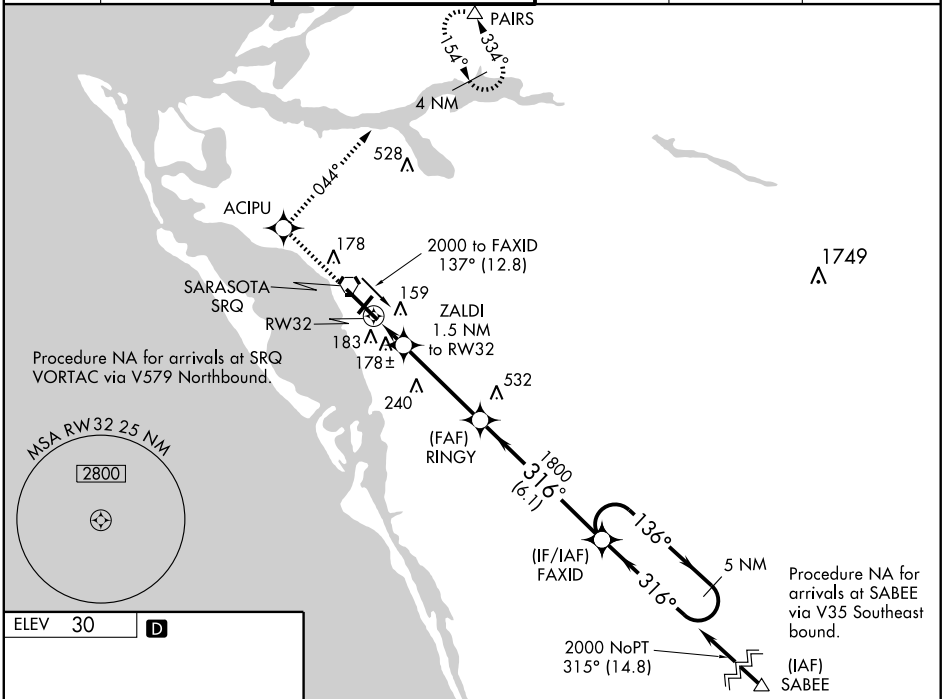
SARASOTA/BRADENTON INTL (SRQ)

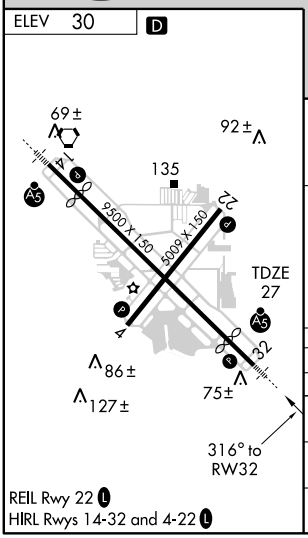
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1. Inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼.

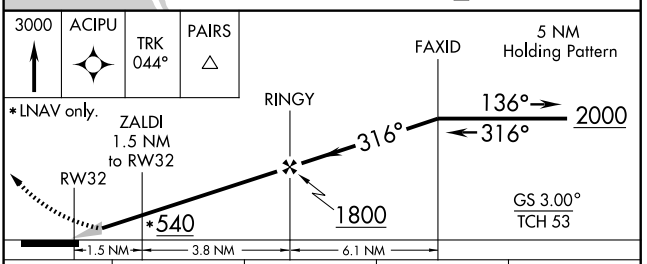
MALSR

MISSED APPROACH: Climb to 3000 direct ACIPU and via 044° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95

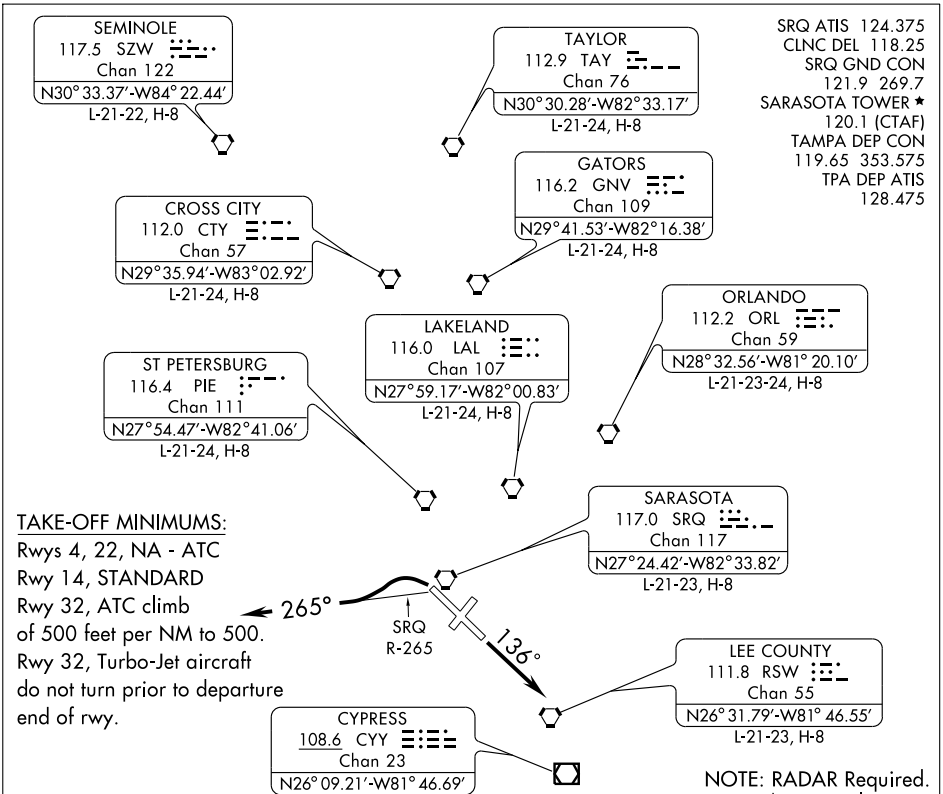






CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	463-1 436 (500-1)			
LNAV MDA	440-½ 413 (500-½)		440-¾ 413 (500-¾)	440-1 413 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence....
TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left of centerline, 24 feet AGL/44 feet MSL.

NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/177 feet MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SRQ 117.0 Chan 117	APP CRS 115°	Rwy Idg 7540 TDZE 23 Apt Elev 30

VOR RWY 14

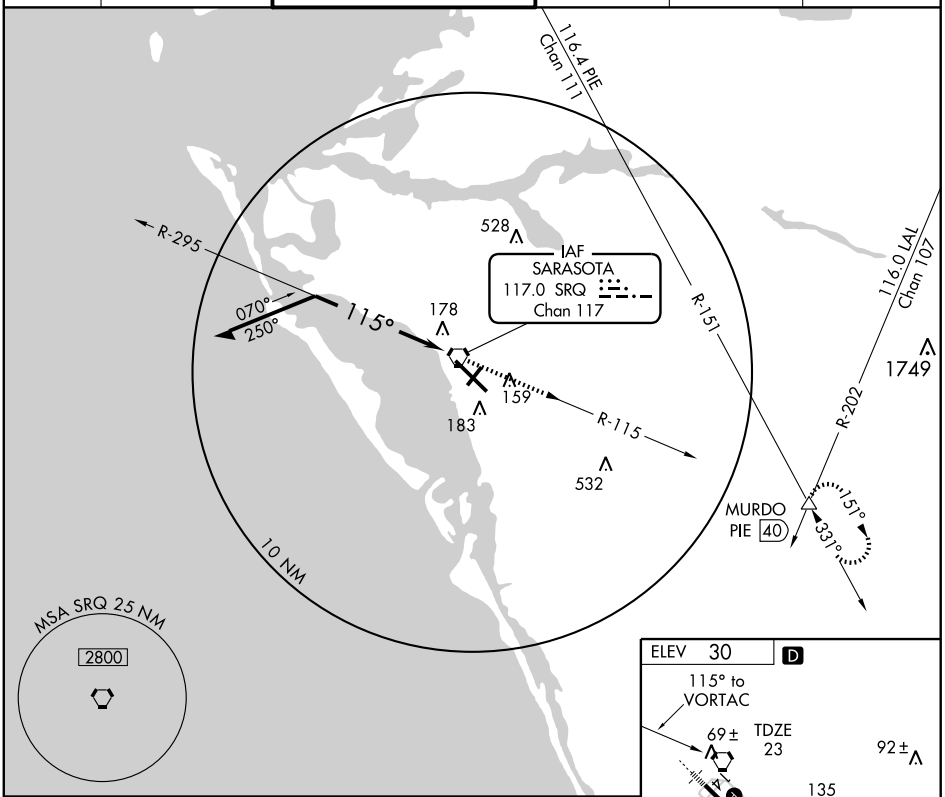
SARASOTA/BRADENTON INTL (SRQ)

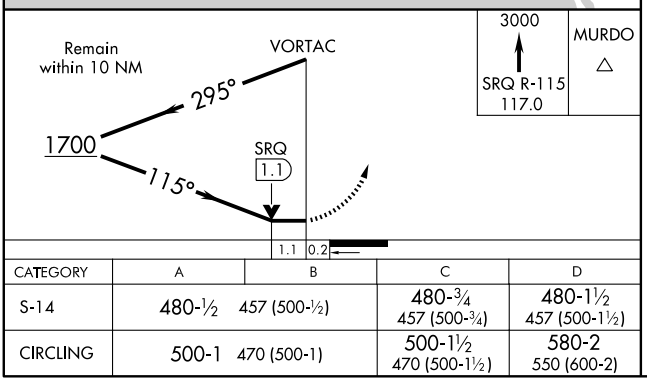
For inoperative MALSR, increase S-14 Cat. C visibility to 1¼. When control tower closed: increase S-14 Cats. A, B and C visibility to 1 mile. Inoperative table does not apply to Cat. D. Inoperative table does not apply to S-14 Cats. A, B and D.

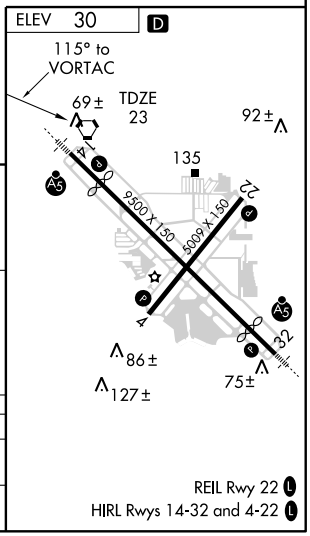
MALSR

MISSED APPROACH: Climb to 3000 via SRQ VORTAC R-115 to MURDO Int/PIE 40 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-14	480-½	457 (500-½)	480-¾ 457 (500-¾)	480-1½ 457 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SRQ	APP CRS	Rwy Idg	7510
117.0	322°	TDZE	27
Chan 117		Apt Elev	30

VOR RWY 32

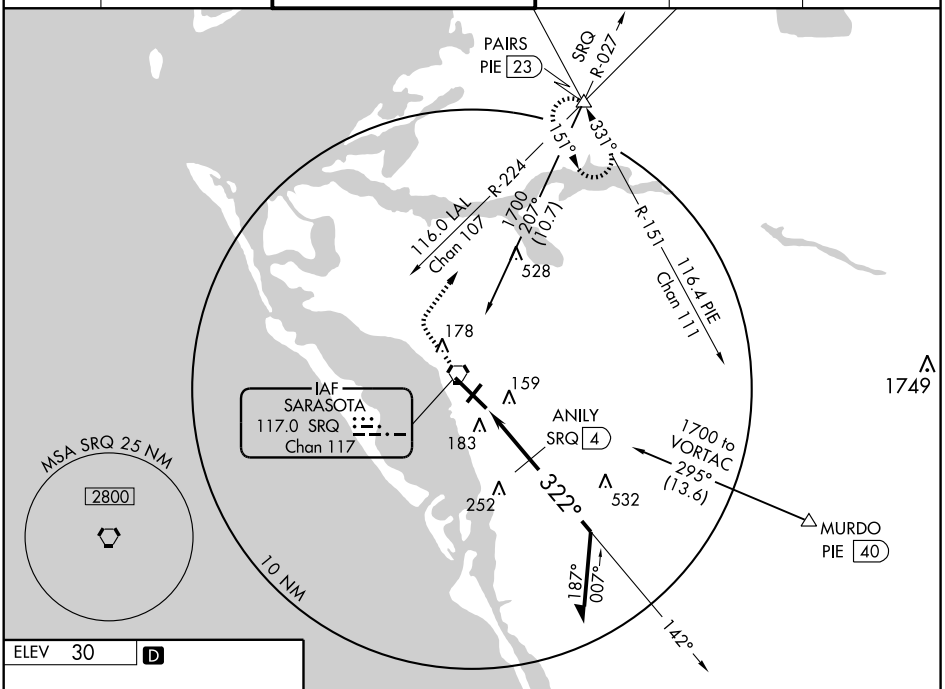
SARASOTA/BRADENTON INTL (SRQ)

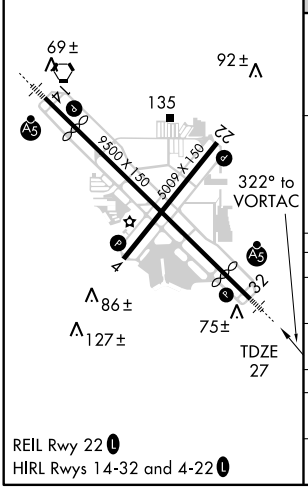
For inoperative MALSR increase S-32 Cat. A visibility to 1. For inoperative MALSR, increase S-32 Cat. B visibility to 1¼. When control tower closed, increase S-32 Cats. A and B visibility to 1. Inoperative table does not apply to S-32 Cat. A and ANILY fix minimums S-32 Cats. A and B.

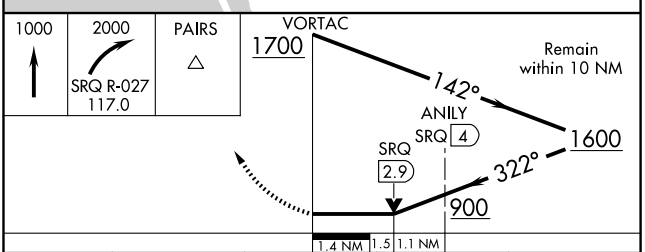
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via SRQ VORTAC R-027 to PAIRS Int/PIE 23 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-32	900-¾ 873 (900-¾)		900-2 873 (900-2)	900-2¼ 873 (900-2¼)
CIRCLING	900-1 870 (900-1)	900-1¼ 870 (900-1¼)	900-2½ 870 (900-2½)	900-2¾ 870 (900-2¾)
ANILY FIX MINIMUMS				
S-32	560-½ 533 (600-½)		560-1 533 (600-1)	560-1¼ 533 (600-1¼)
CIRCLING	560-1 530 (600-1)		560-1½ 530 (600-1½)	580-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SEBRING RGNL (SEF) 6 SE UTC−5(−4DT) N27°27.38′ W81°20.54′ **MIAMI**
62 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE **H–8H, L–21D, 23B**
RWY 18–36: H5234X150 (ASPH) S–26, D–50, 2D–85 MIRL **IAP**
RWY 18: REIL. PAPI (P4L). Trees. **RWY 36:** REIL. PAPI (P4L). Tree.
RWY 14–32: H4990X100 (ASPH) S–26, D–50, 2D–85
RWY 14: Thld dsplcd 290′. Railroad. **RWY 32:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1230–2300Z‡, Sat–Sun 1200–2200Z‡. For fuel after hrs call 863–655–6455.
WEATHER DATA SOURCES: AWOS–3 119.475 (863) 655–6424.
COMMUNICATIONS: CTAF/UNICOM 122.7
SEBRING RCO 122.25 (ST PETERSBURG RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 003° 37.7 NM to fld. 30/01E.

SEMINOLE N30°33.37′ W84°22.44′ NOTAM FILE TLH. **JACKSONVILLE**
(H) VORTAC 117.5 SZW Chan 122 at Tallahassee Commercial. 180/02E. **HIWAS** **H–8H, L–21D, 22I**
RCO 122.1R 117.5T (GAINESVILLE RADIO)
RCO 122.2 122.4 (GAINESVILLE RADIO)

SHELL CREEK AIRPARK (See PUNTA GORDA)

SOUTH LAKELAND (See LAKELAND)

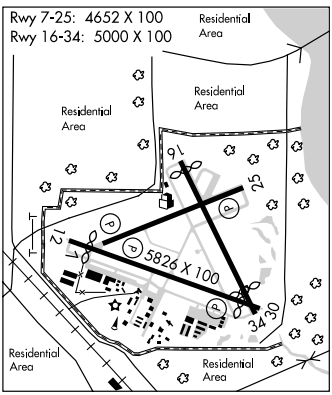
SOUTHWEST FLORIDA INTL (See FT MYERS)

SOYYA N30°52.30′ W85°13.50′ NOTAM FILE GNV. **NEW ORLEANS**
NDB (MHW) 329 SMY 134° 3.0 NM to Marianna Muni. NDB unmonitored 0300–1100Z‡. **L–21C, 22I**

SPACE COAST RGNL (See TITUSVILLE)

STUART

WITHAM FLD (SUA) 1 SE UTC−5(−4DT) N27°10.90′ W80°13.28′ **MIAMI**
16 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8I, L–23C**
RWY 12–30: H5826X100 (ASPH–GRVD) S–65, D–105, 2D–190 MIRL **IAP, AD**
RWY 12: REIL. PAPI (P4L)—GA 3.0° TCH 33°. Thld dsplcd 648′. Tree.
RWY 30: REIL. PAPI (P4L)—GA 3.0° TCH 26′. Thld dsplcd 460′. Tree.
RWY 16–34: H5000X100 (ASPH) S–55, D–90, 2D–160
RWY 16: Thld dsplcd 336′. Tree. **RWY 34:** Thld dsplcd 880′. Tree.
RWY 07–25: H4652X100 (ASPH) S–58, D–95, 2D–170 MIRL
RWY 07: PAPI(P2L). Tree. **RWY 25:** PAPI(P2L). Trees.
AIRPORT REMARKS: Attended 1200–0100Z‡. Birds on and invof arpt. Acft with wingspan exceeding 79 ft are prohibited from operating on Twy A between Twy C and the apch end Rwy 12 when acft with wingspan exceeding 79 ft is on apch to ldg or tkf Rwy 12–30. PPR for acft exceeding rwy weight capacity. Touch and Go ops permitted Mon–Sat (except New Years, Christmas and Thanksgiving) 1400Z‡ until 2 hrs past SS and are limited to 3 ops per pilot per day. Stop and Go ops and intersection tkfs strongly discouraged at all times. Stage 1 and 2 jet ops strongly discouraged 0300–1200Z‡. Noise sensitive areas all quadrants. For noise abatement procedures call arpt management, phone number 772–221–2374. MIRL Rwy 12–30 and Rwy 07–25 preset med ints dusk–0400Z‡. ACTIVATE REIL Rwys 12 and 30 and after 0400Z‡, ACTIVATE MIRL Rwy 12–30 and Rwy 07–25—CTAF. PAPI Rwys 12, 30, 07, and 25 operate continuously.



WEATHER DATA SOURCES: AWOS–3 (772) 692–7399.
COMMUNICATIONS: CTAF 126.6 **ATIS** 134.475
Ⓡ **PALM BEACH APP/DEP CON** 132.8 (STEWART)
STUART TOWER 126.6 (1200–0100Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1200–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 158° 33 NM to fld. 20/04W.
HIWAS.

RNAV (GPS) Y RWY 36

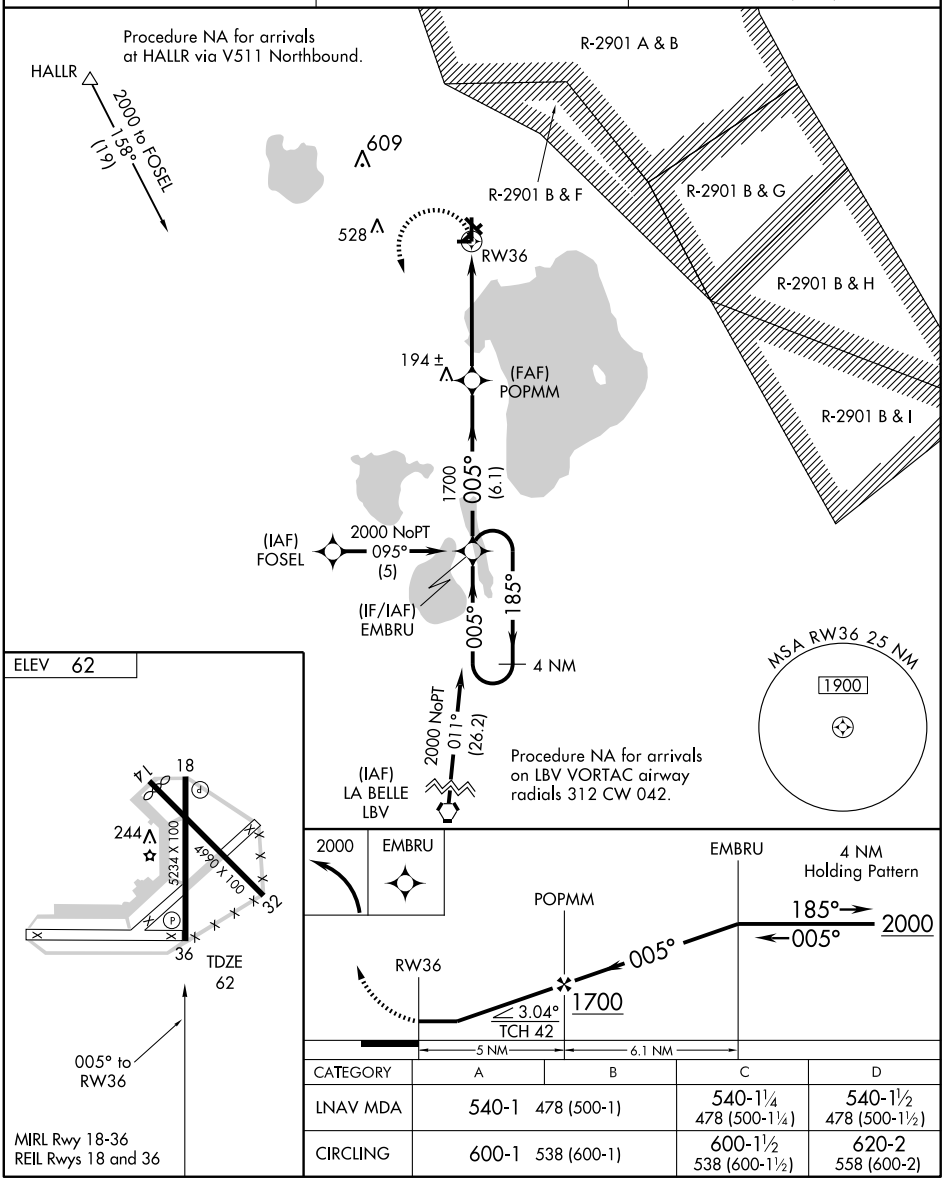
SEBRING RGNL (SEF)

APP CRS	Rwy Idg	5234
005°	TDZE	62
	Apt Elev	62

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 40311 W36A	APP CRS 005°	Rwy Idg 5234 TDZE 62 Apt Elev 62

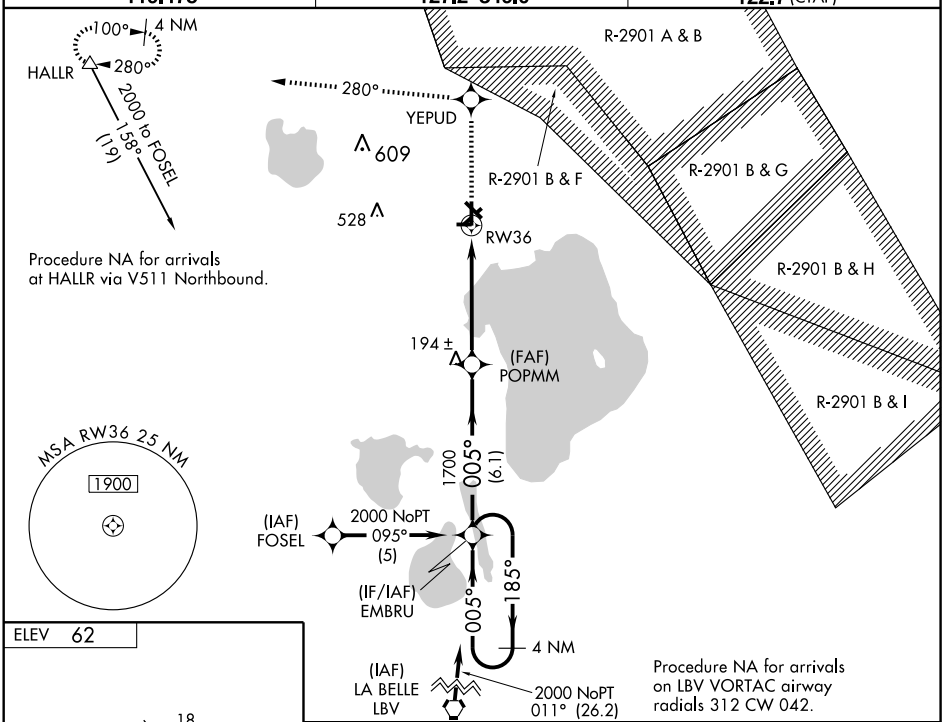
RNAV (GPS) Z RWY 36

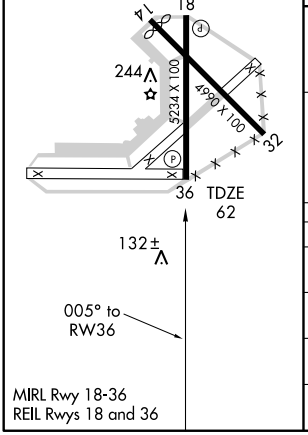
SEBRING RGNL (SEF)

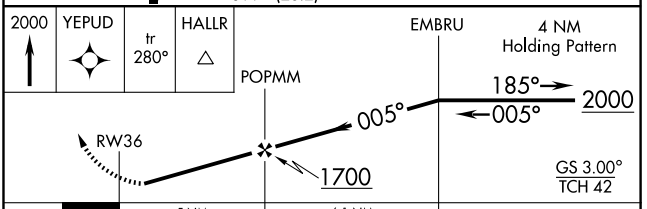
Baro-VNAV NA when using Vero Beach Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 524, increase all MDA 140 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YEPUD and via 280° track to HALLR and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	375-1¼ 313 (400-1¼)			
LNAV/VNAV DA	402-1¼ 340 (400-1¼)			
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) RWY 18

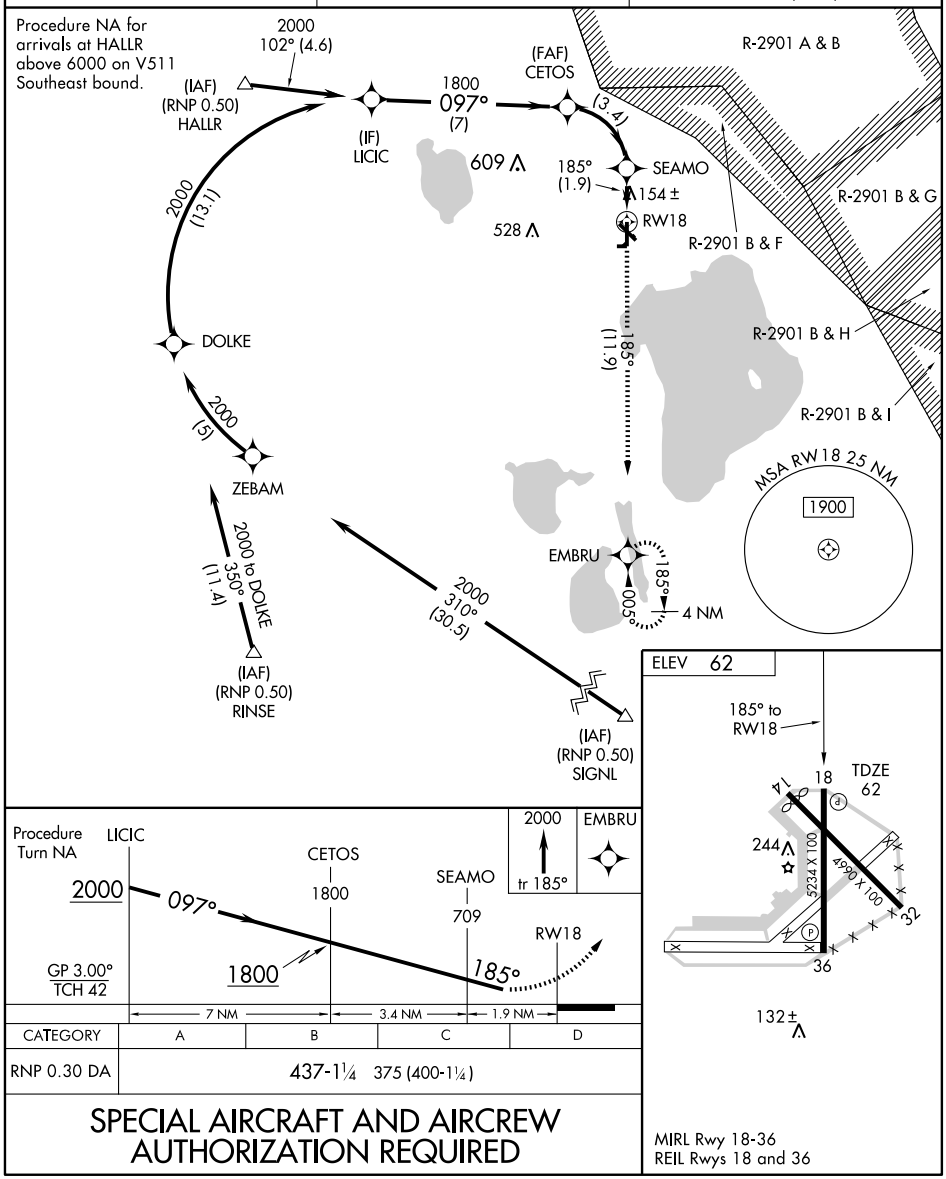
SEBRING RGNL (SEF)

APP CRS	Rwy Idg	5234
185°	TDZE	62
	Apt Elev	62

For uncompensated Baro-VNAV systems, procedure NA below 18°C (65°F) or above 48°C (119°F). GPS and RF required. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 via track 185° to EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)



CATEGORY	A	B	C	D
RNP 0.30 DA	437-1¼ 375 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-692 (FAA)

ST. AUGUSTINE (SGJ)
ST. AUGUSTINE, FLORIDA

ATIS
119.625
ST. AUGUSTINE TOWER ★
127.625 269.475
GND CON
121.175 251.125

29°58.5'N
29°58.0'N
29°57.5'N
29°57.0'N

81°21.0'W
81°20.5'W
81°20.0'W

VAR 5.9° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FLORIDA ANG

ELEV 10

FIELD ELEV 10

7998 X 150

2610 X 75

2701 X 60

ELEV 6

SEAPLANE RAMP

FBO

ELEV 9

ELEV 10

TWR 99±

HANGARS

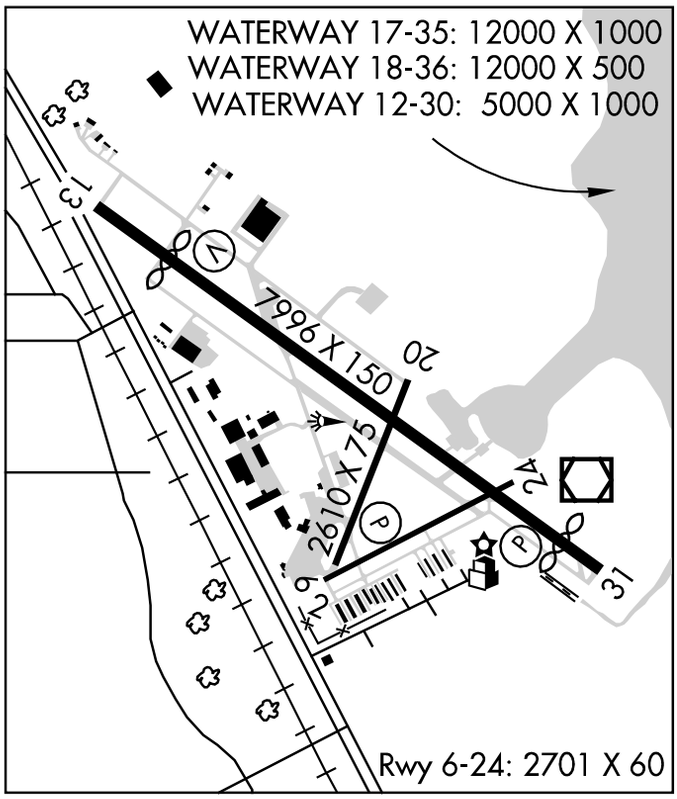
RWY 06-24
S-90
RWY 13-31
S-60, D-120, 2S-152, 2D-160

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 23 SEP 2010 to 21 OCT 2010

ST AUGUSTINE (SGJ) 4 N UTC−5(−4DT) N29°57.56′ W81°20.38′ **JACKSONVILLE**
10 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index A **H–8H, L–21D, 24G**
NOTAM FILE SGJ **IAP, AD**

RWY 13–31: H7996X150 (ASPH) S–60, D–120, 2S–152, 2D–160 HIRL
RWY 13: VASI (V4L) –GA3.0° TCH 44′. Thld dsplcd 1058′. Trees.
RWY 31: PAPI (P4L)—GA 3.0° TCH 42′. Thld dsplcd 800′.
RWY 06–24: H2701X60 (ASPH) S–90 MIRL
RWY 06: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 02–20: H2610X75 (ASPH) MIRL
RWY 02: Trees.



AIRPORT REMARKS: Attended 1100–0500Z‡. Jet single point refueling avbl. For fuel call 904–824–1995 1100–0500Z‡. Self serve fuel avbl 24 hrs with credit card. Aerobatic activity along E side of Rwy 13–31—ctc twr for tfc and Gainesville Radio for specific times. ARFF avbl weekdays 1200–2100Z‡; req svc on CTAF. Rwy 06–24 CLOSED to air carrier ops. Rwy 02–20 CLOSED to air carrier ops. Rwy 13–31 CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 904–825–6860. Rwy 31 hold short at D1 twy. TPA—1010(1000) conventional, 1510(1500) jet, 510(500) helicopter. ACTIVATE HIRL Rwy 13–31 and MIRL Rwy 06–24 and Rwy 02–20—CTAF. User fee.
WEATHER DATA SOURCES: AWOS–3 (904) 824–7084.
COMMUNICATIONS: CTAF 127.625 **ATIS** 119.625 **UNICOM** 122.95
RCO 122.3 (GAINESVILLE RADIO)
Ⓡ **JACKSONVILLE APP/DEP CON** 120.75
TOWER 127.625 (1200–0200Z‡) **GND CON** 121.175
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SGJ.
(T) VORW/DME 109.4 SGJ Chan 31 N29°57.40′ W81°19.81′ at fld. 6/06W.
ILS/DME I–GUH Chan 48 Rwy 31. GS unusable byd 5° either side of LOC centerline.
COMM/NAV/WEATHER REMARKS: Acft for delivery or pickup crews ctc Grumman Flight Ops for briefing and UHF frequency assignment 904–825–3314. Grumman Advisory Twr, crash crew and arresting gear opr on call only. Normal hrs are 1200–2030Z‡ Mon–Fri.

• • • •

LOC/DME I-GUH	APP CRS	Rwy Idg	7196
111.1	312°	TDZE	8
Chan 48		Apt Elev	10

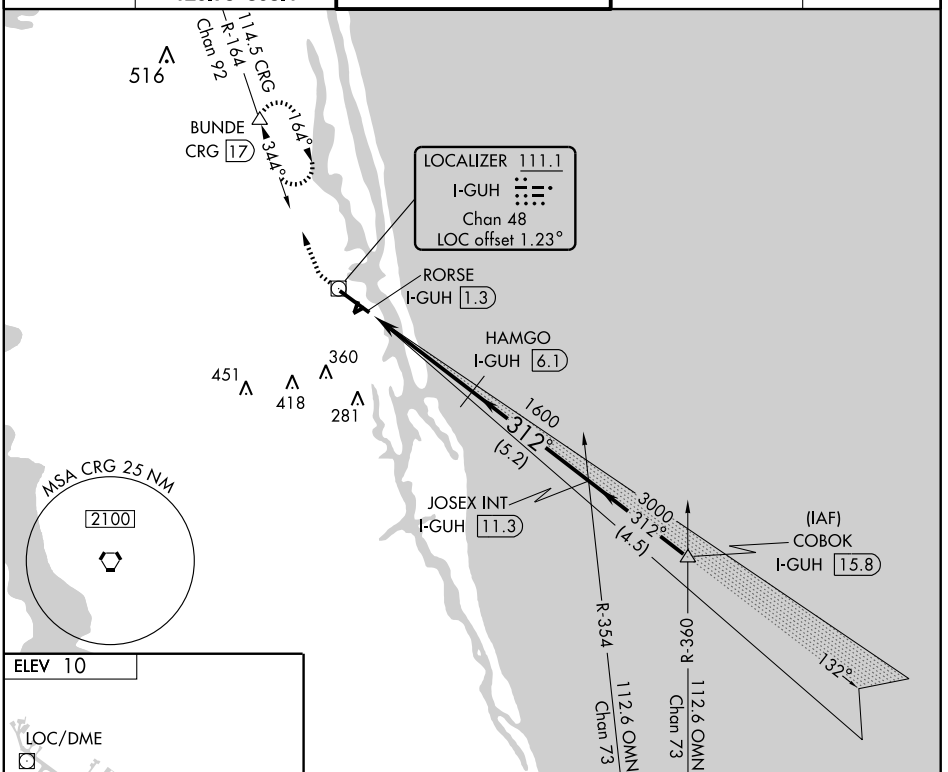
ILS RWY 31
ST. AUGUSTINE (SGJ)

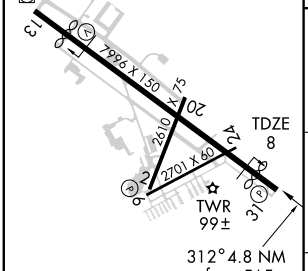
NA

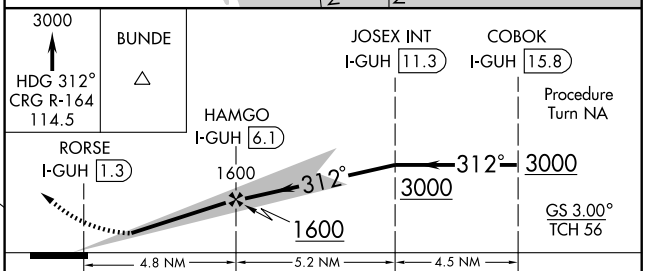
DME REQUIRED.

MISSED APPROACH: Climb to 3000 via heading 312° and CRG R-164 to BUNDE/CRG 17 DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-ILS 31	258-¾ 250 (300-¾)			
S-LOC 31	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS		
CH 77711	130°	Rwy Idg	6938
W13A		TDZE	10
		Apt Elev	10

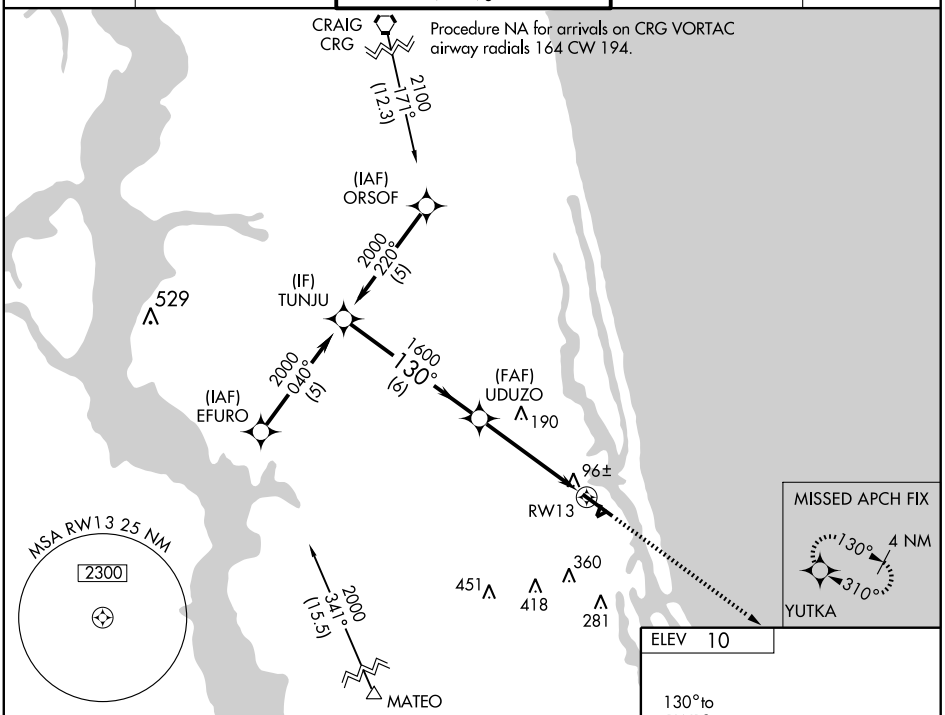
RNAV (GPS) RWY 13

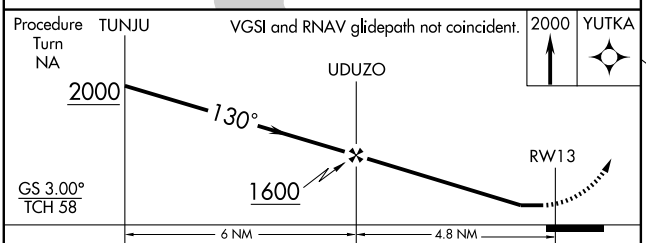
ST. AUGUSTINE (SGJ)

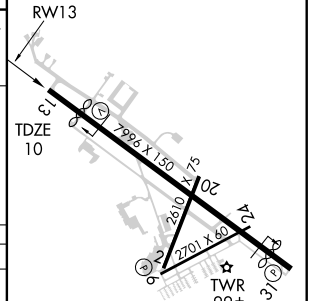
Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LPV DA		357-1¼	347 (400-1¼)	
LNAV/VNAV DA		391-1¼	381 (400-1¼)	
LNAV MDA	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

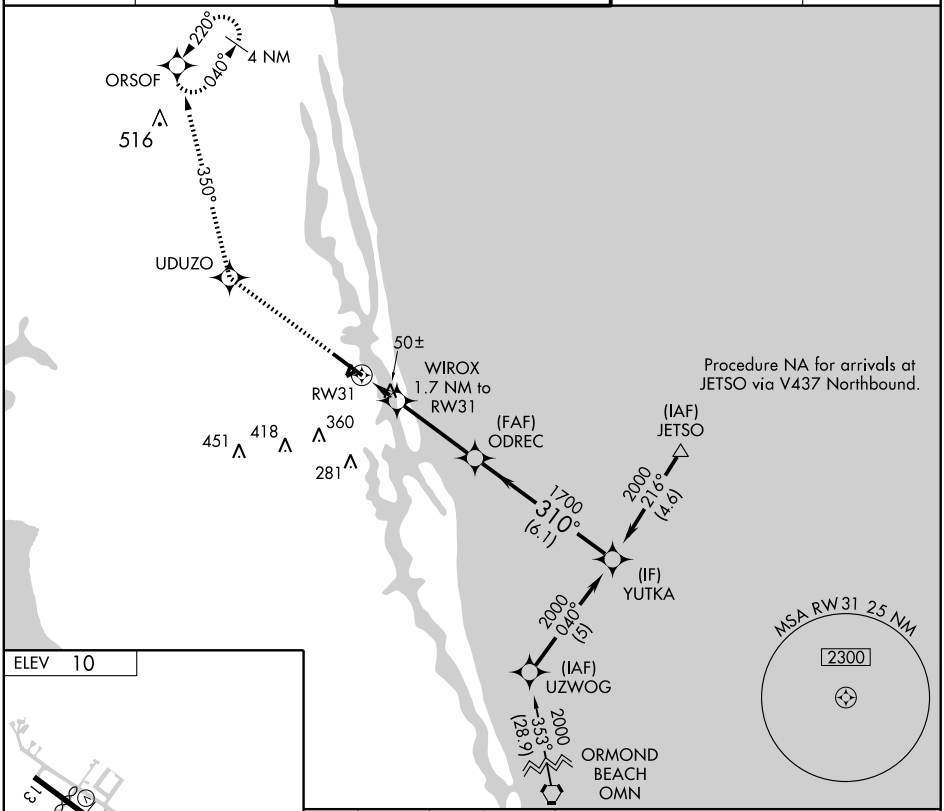
APP CRS	Rwy Idg	7196
310°	TDZE	8
	Apt Elev	10

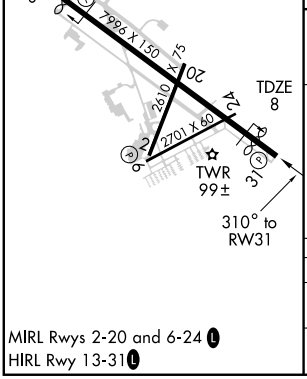
RNAV (GPS) RWY 31
ST. AUGUSTINE (SGJ)

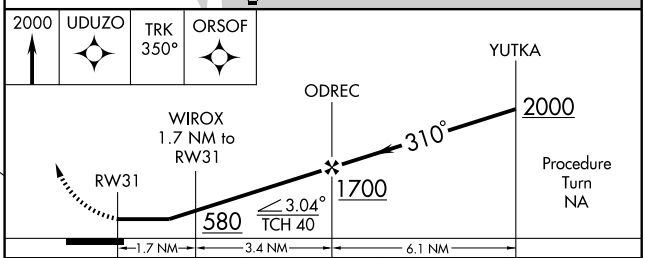
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct UDUZO and via 350° track to ORSOF and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

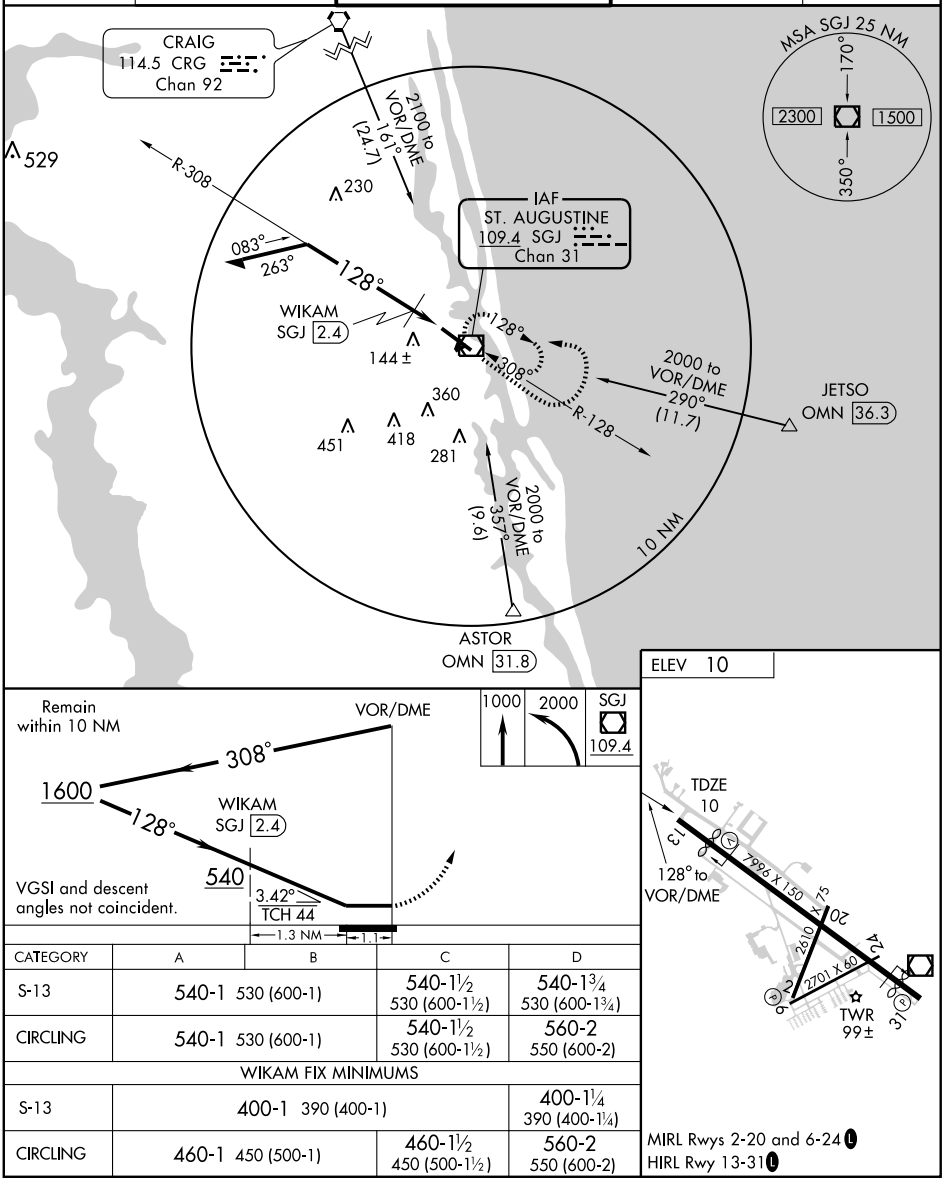
VOR/DME SGJ	APP CRS	Rwy Idg 6938
109.4	128°	TDZE 10
Chan 31		Apt Elev 10

VOR RWY 13
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95



CATEGORY	A	B	C	D
S-13	540-1 530 (600-1)		540-1½ 530 (600-1½)	540-1¾ 530 (600-1¾)
CIRCLING	540-1 530 (600-1)		540-1½ 530 (600-1½)	560-2 550 (600-2)
WIKAM FIX MINIMUMS				
S-13	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

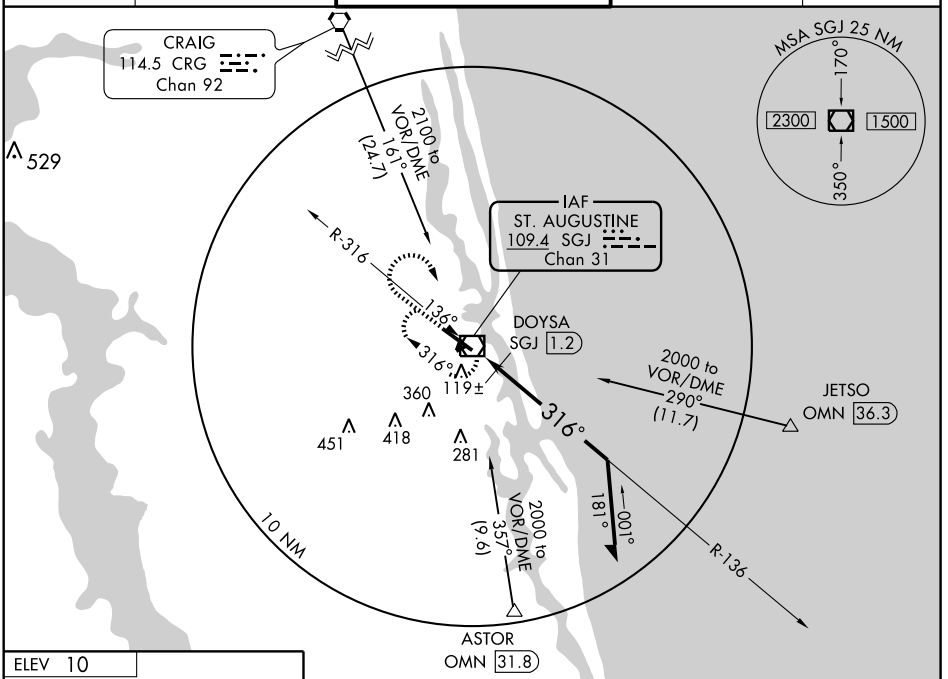
VOR/DME SGJ	APP CRS	Rwy Idg 7196
109.4	316°	TDZE 8
Chan 31		Apt Elev 10

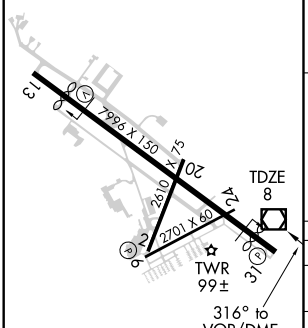
VOR RWY 31
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.

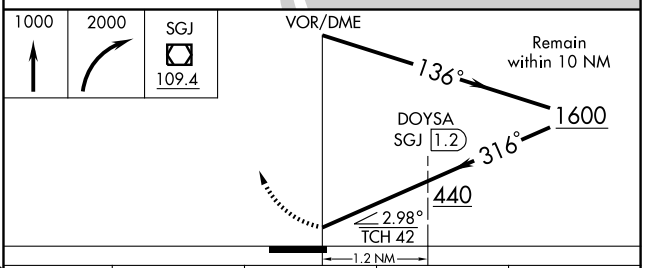
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





Knots	60	90	120	150	180
Min:Sec					



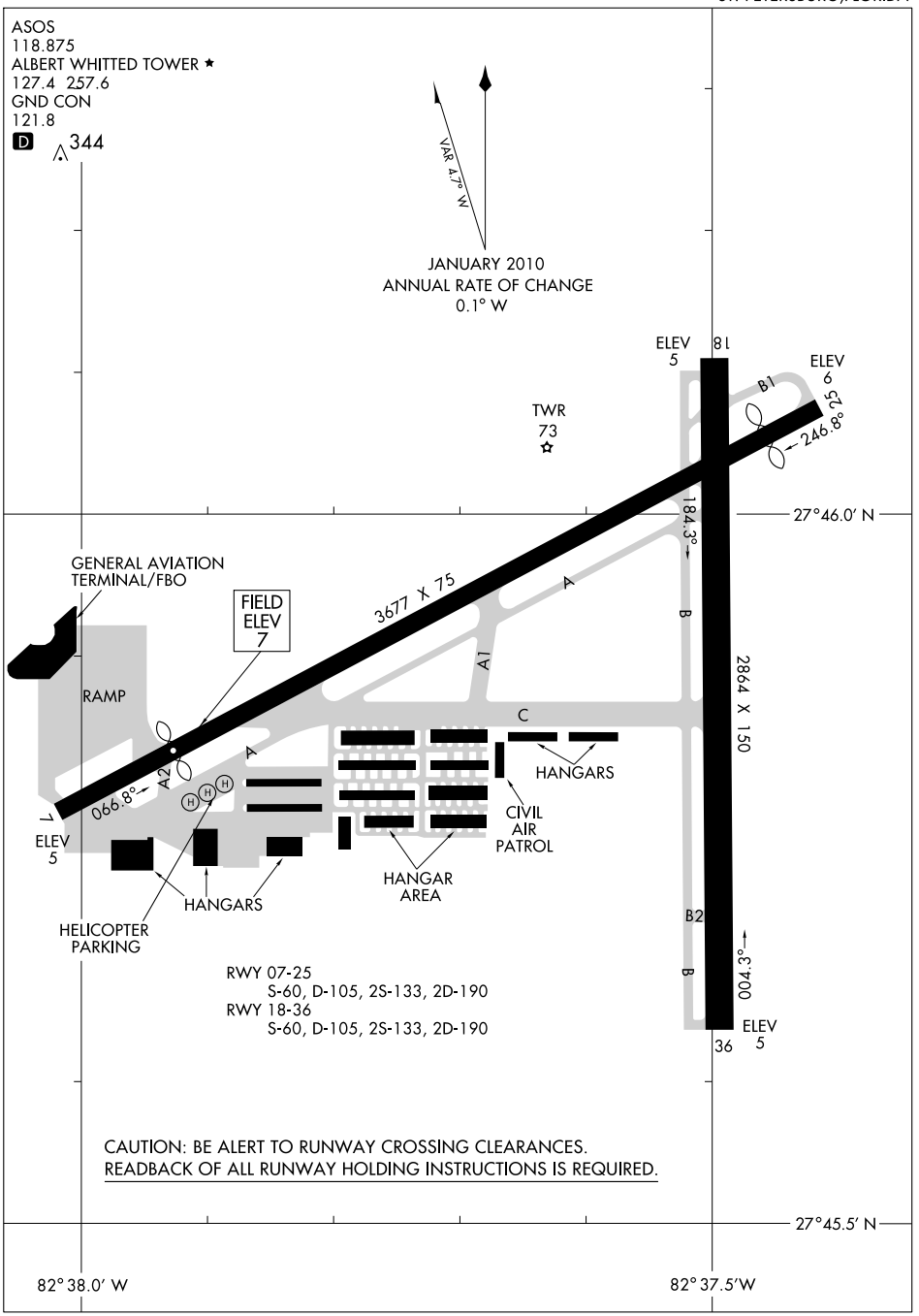
CATEGORY	A	B	C	D
S-31	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)
DME MINIMUMS				
S-31	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-613 (FAA)

ST. PETERSBURG/ALBERT WHITTED (SPG)
ST. PETERSBURG,FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ST. PETERSBURG,FLORIDA
ST. PETERSBURG/ALBERT WHITTED (SPG)

ST PETERSBURG

ALBERT WHITTED (SPG) 0 E UTC−5(−4DT) N27°45.91′ W82°37.62′ MIAMI

7 B S4 **FUEL** 100LL, JET A, A1 TPA–807(800) NOTAM FILE SPG L–21D, 24F

RWY 07–25: H3677X75 (ASPH) S–60, D–105, 2S–133, 2D–190 MIRL IAP, AD

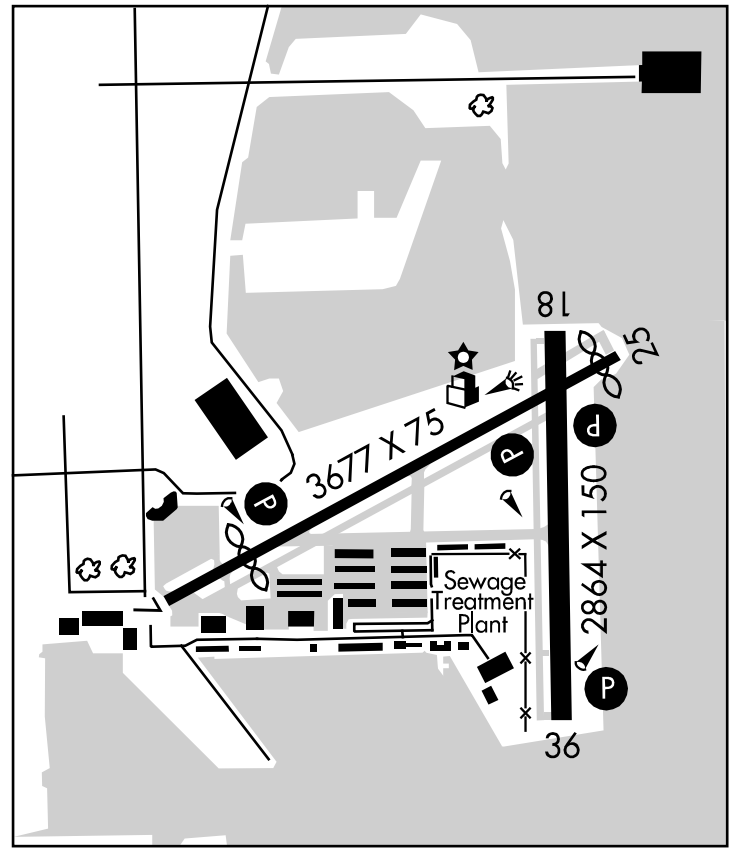
RWY 07: PAPI (P2L)—GA 4.0° TCH 51′. Thld dsplcd 558′. Building. Rgt tfc.

RWY 25: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 263′.

RWY 18–36: H2864X150 (ASPH) S–60, D–105, 2S–133, 2D–190 MIRL

RWY 18: REIL. PAPI (P2L)—GA 4.0° TCH 44′.

RWY 36: REIL. PAPI (P2R)—GA 4.0° TCH 40′. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–3647 TODA–3647 ASDA–3447 LDA–2919

RWY 25: TORA–3677 TODA–3677 ASDA–3437 LDA–3174

AIRPORT REMARKS: Attended 1200–0200Z‡. Lgtd thld Rwy 18 relocated 40′ for ngt ops. 2825 ft of Rwy 18–36 usable at ngt. Numerous birds on and invof rwy. Gull concentration on rwy during inclement weather. Be alert–heavy jet operating invof SPG at and above 1600′. Banner towing east of Rwy 18–36. Ship channel in apch to Rwy 36. Ocean going vessels in ship channel south. Unlit +/− 50′ to occasionally +/− 100′ boat masts in approach area of Rwy 18, Rwy 25 and Rwy 36. Active emergency heliport with rotating bcn approximately 1/2 mile W of arpt. When twr clsd ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07, Rwy 25, and REIL Rwy 25—CTAF. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 118.875 (727)821–4334. LAWRS.

COMMUNICATIONS: CTAF 127.4 **UNICOM** 122.95

Ⓡ **TAMPA APP/DEP CON** 125.3 (West) 119.65 (East)

TOWER 127.4 (1200–0200Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.

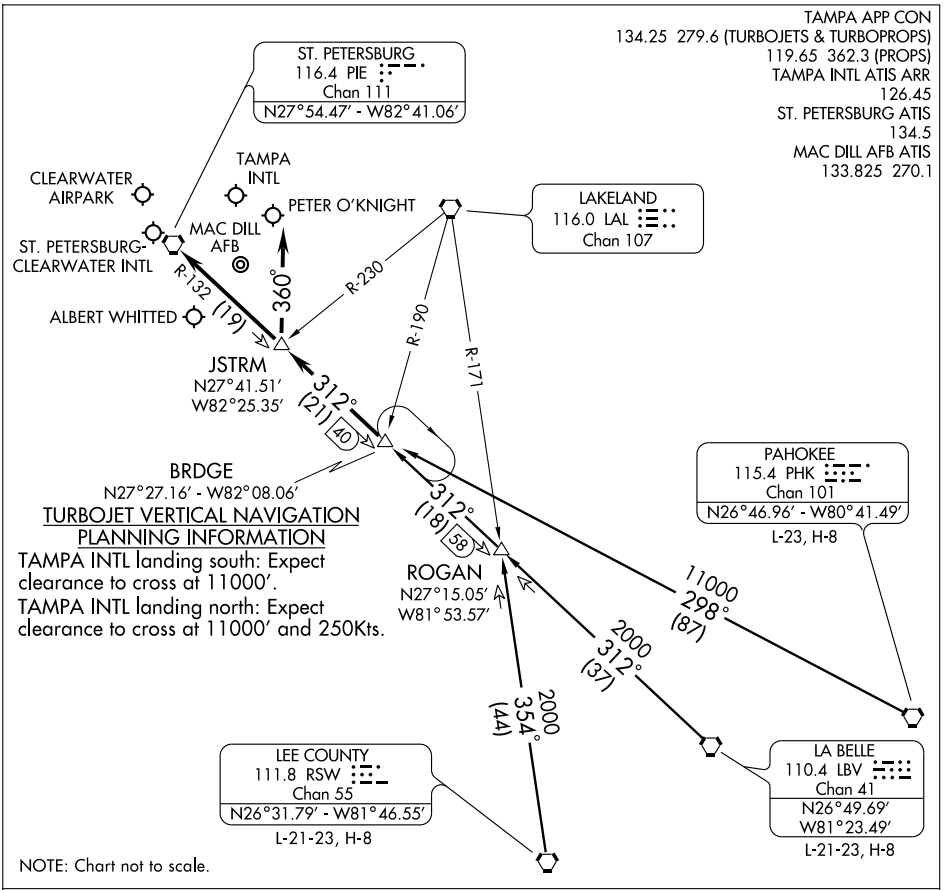
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 159° 9.1 NM to fld. 9/01E.

HIWAS. HIWAS unusable 330°–151° byd 25 NM blo 5000′.

COMM/NAV/WEATHER REMARKS: Freq. 121.5 not monitored. PIE AFSS monitors frequency 121.8 when twr clsd. Approach control for the Albert Whitted CLASS D airspace provided by TAMPA APP CON.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

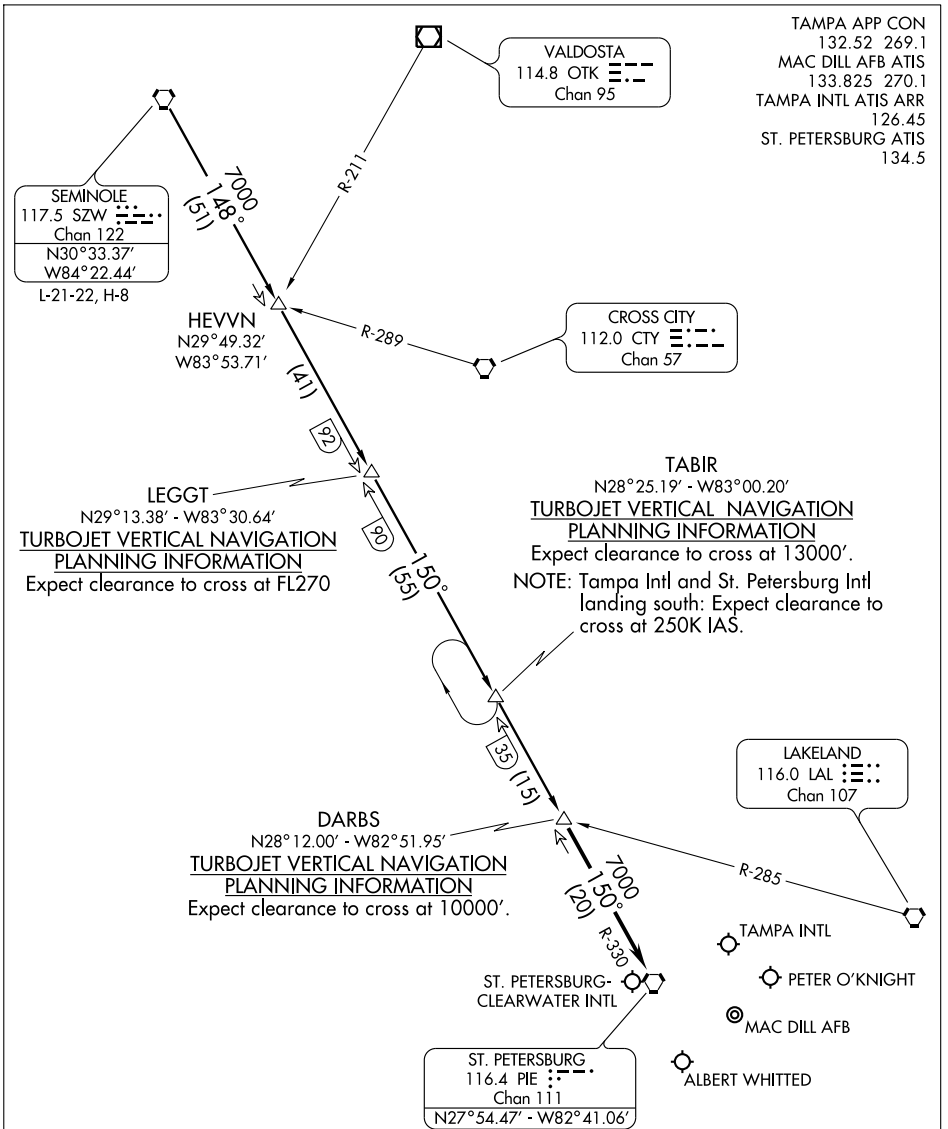
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

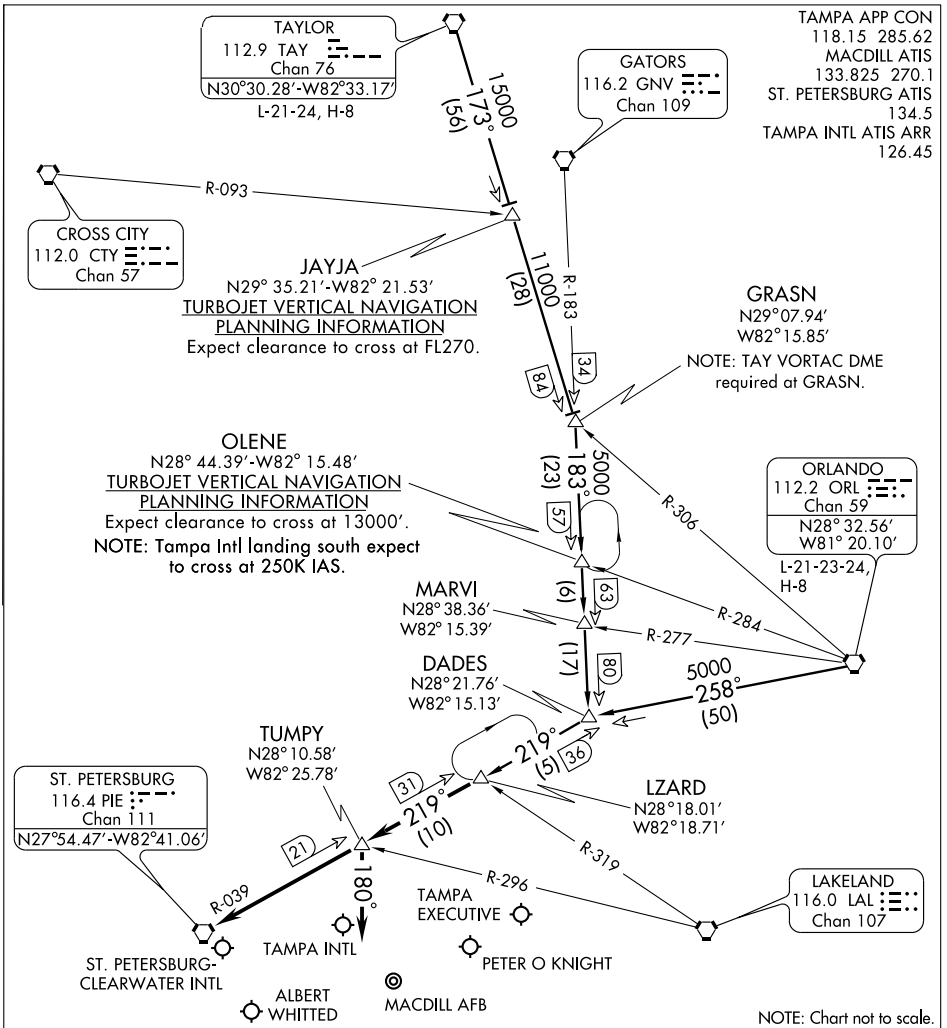
TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	2919
067°	TDZE	7
	Apt Elev	7

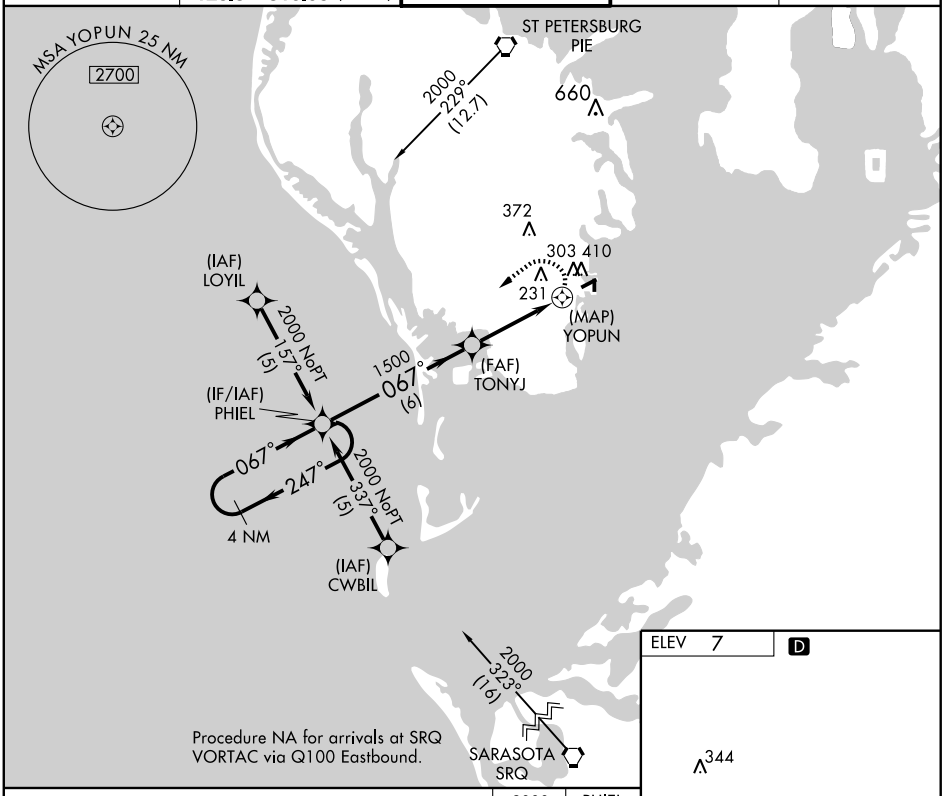
RNAV (GPS) RWY 7

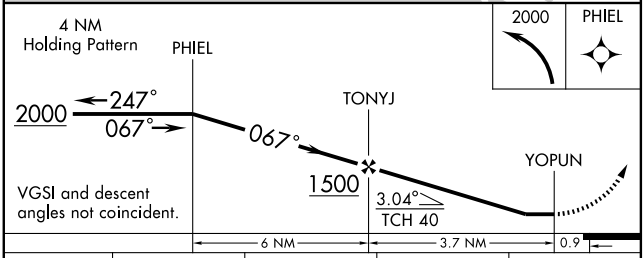
ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat. C and Circling Cat. B and C visibility ¼ mile.

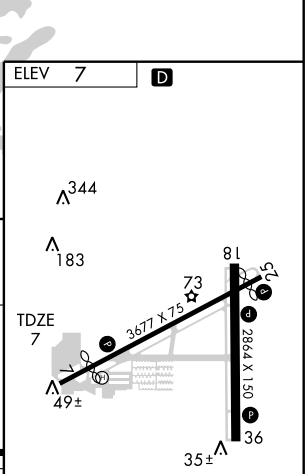
MISSED APPROACH: Climbing left turn to 2000 direct PHIEL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	600-1 593 (600-1)		600-1½ 593 (600-1½)	NA
CIRCLING	720-1 713 (800-1)		720-2 713 (800-2)	NA



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS		
172°	Rwy Idg	2864
	Rwy Idg (night only)	2824
	TDZE	6
	Apt Elev	7

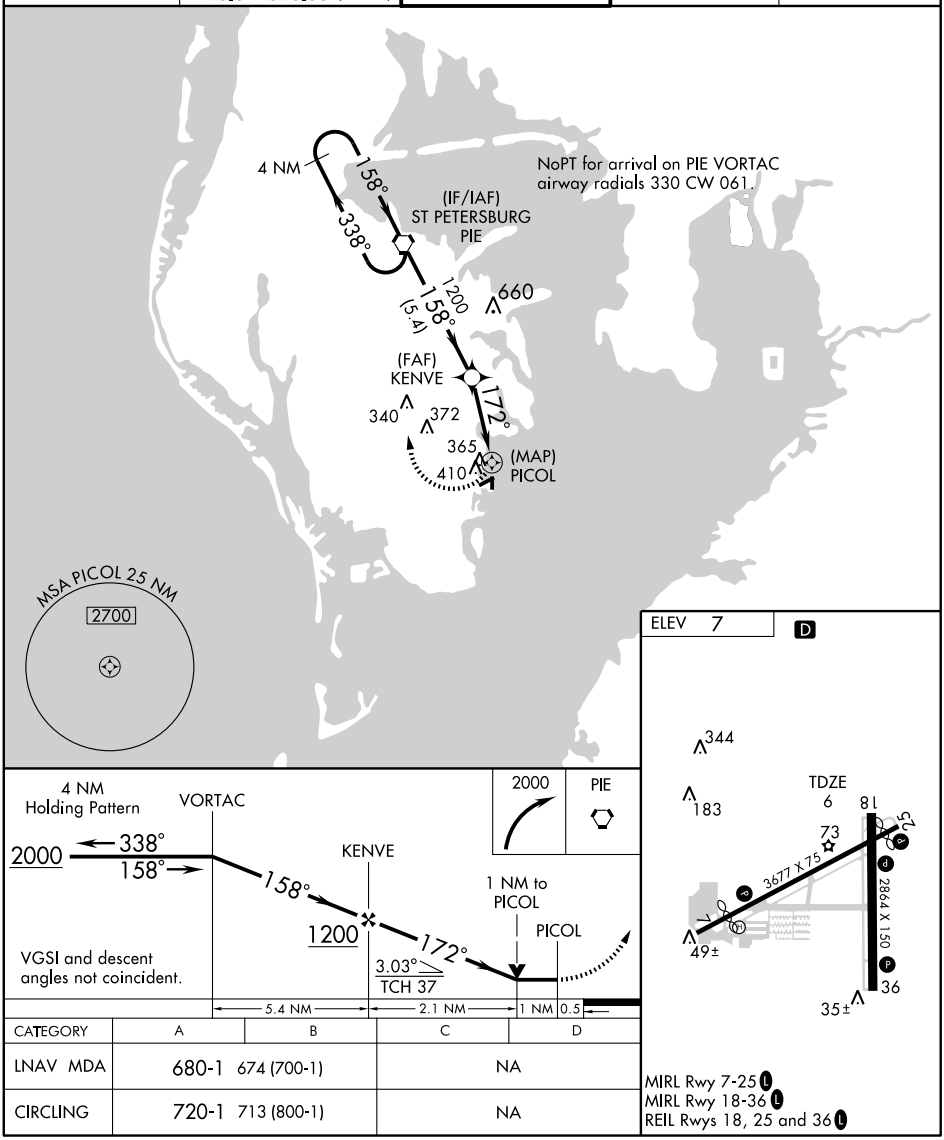
RNAV (GPS) RWY 18

ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat. B visibility ¼ mile. VDP NA with Tampa Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	680-1	674 (700-1)	NA	
CIRCLING	720-1	713 (800-1)	NA	

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

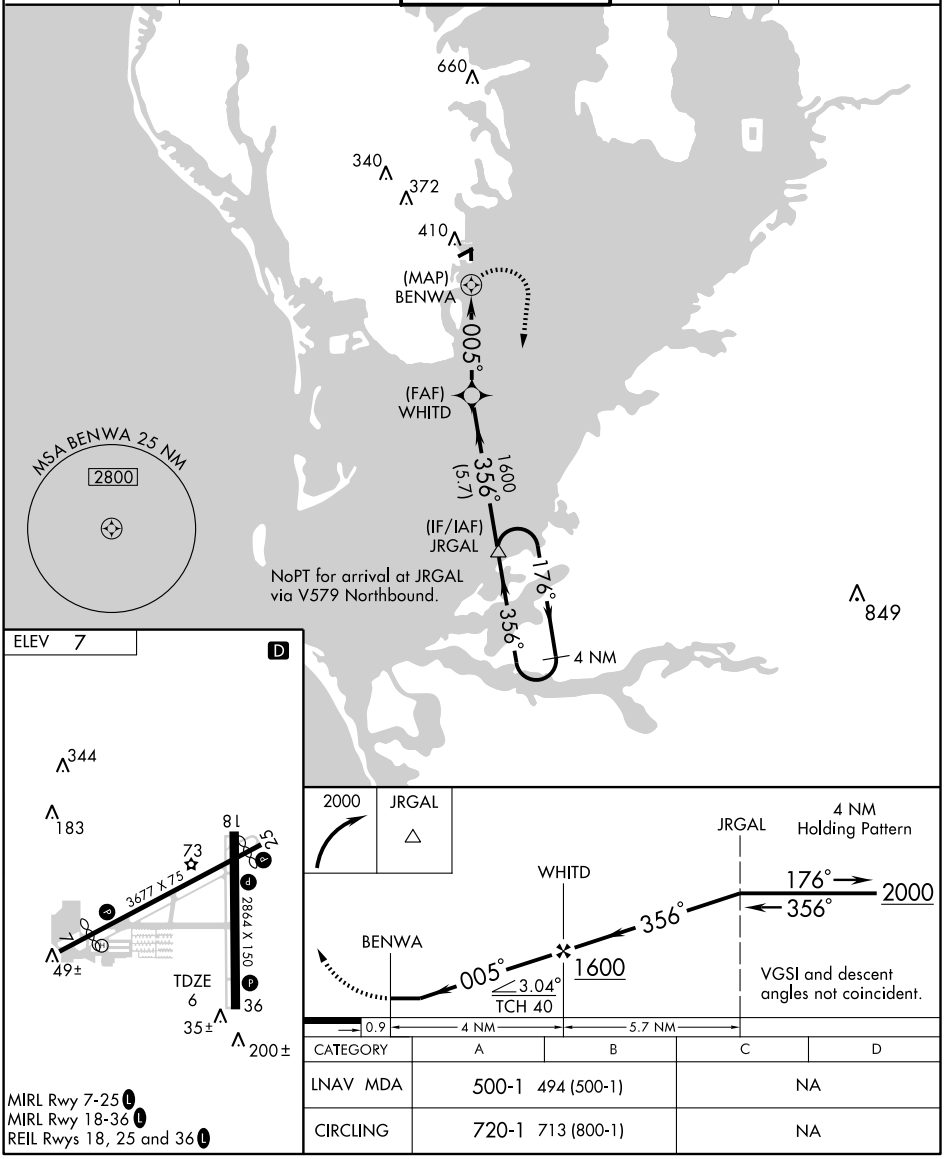
ST. PETERSBURG/ ALBERT WHITTED (SPG)

APP CRS	Rwy Idg	2864
005°	TDZE	6
	Apt Elev	7

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05	127.4 (CTAF) L 257.6	121.8	122.95



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

CATEGORY	A	B	C	D
LNAV MDA	500-1 494 (500-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC PIE 116.4 Chan 111	APP CRS 158°	Rwy Idg 2864 Rwy Idg (night only) 2824 TDZE 6 Apt Elev 7

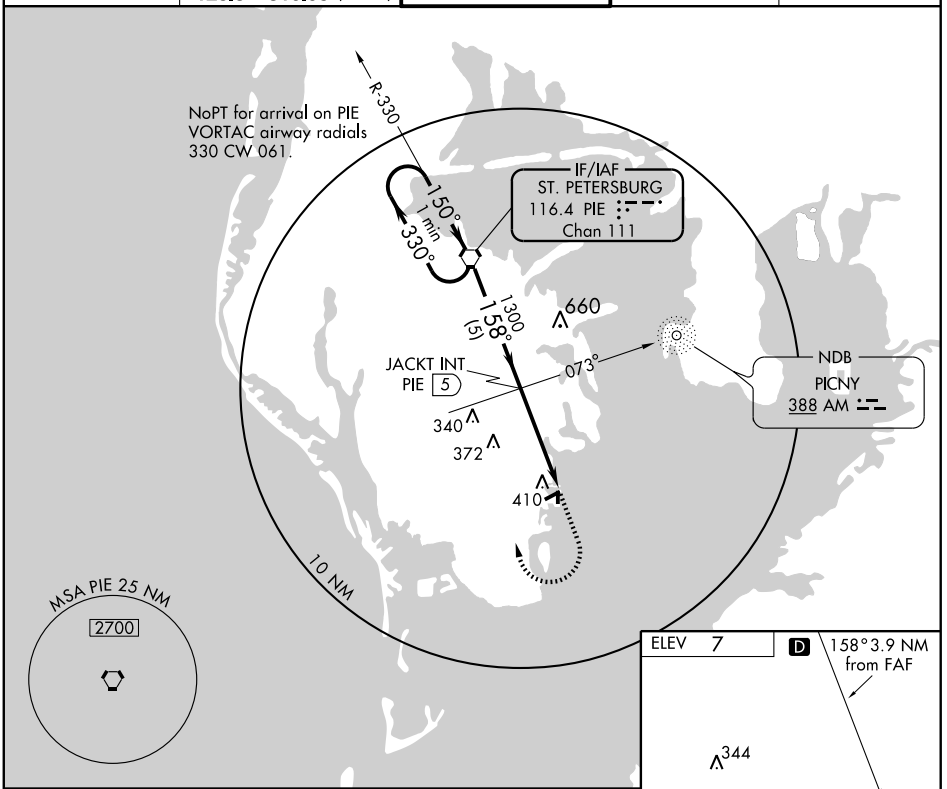
VOR RWY 18

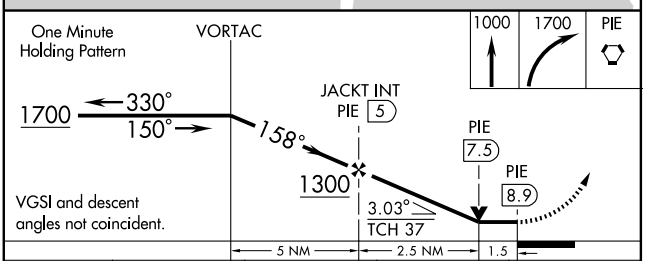
ST. PETERSBURG/ ALBERT WHITTED (SPG)

▼ If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.
▲ ADF or DME Required. VDP NA when using Tampa Intl altimeter setting.

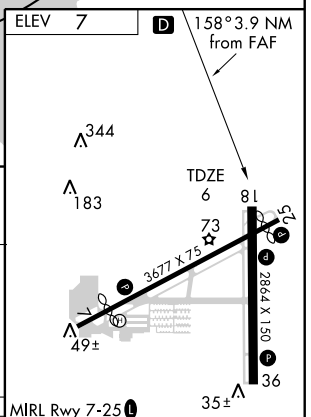
MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct PIE VORTAC and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER★ 127.4 (CTAF) L 257.6	GND CON 121.8	UNICOM 122.95





CATEGORY	A	B	C	D
S-18	660-1 654 (700-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ATIS
134.5
ST. PETERSBURG TOWER★
118.3 257.8
GND CON
121.9 348.6
CLNC DEL
120.6 350.2

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

27°55.5'N
27°55.0'N
27°54.5'N
27°54.0'N

17L
150 X 150
A
ELEV 7
176.0°
17R
ELEV 6
176.0°
4000 X 75

VAR 4.7° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

FUEL FARM
FBO
HANGARS
P
L
U.S. COAST GUARD
356.0°
9730 X 150
FIRE STATION
NORTH RAMP
B
ELEV 8
35L
5165 X 150
ELEV 6 10
092.8°
C
D
A
E
LAHSO
272.9°
LAHSO
T
T
AIR CARGO
F
G
CUSTOMS MAIN TERMINAL
5903 X 150
M
L
J
TWR
172
FBO
M
044.4°
LAHSO
LAHSO
N
FIELD ELEV 11
A
356.0°
ELEV 10
35R

HANGARS
ELEV 5
22
M
222 X 150
K
224.4°
LAHSO
27
ELEV 5
LAHSO

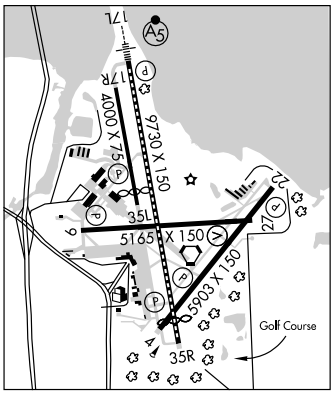
82°41.5'W
82°41.0'W

RWY 04-22
S-80, D-130, 2S-165, 2D-235
RWY 09-27
S-60, D-115, 2S-146, 2D-200
RWY 17L-35R
S-75, D-195, 2S-175, 2D-320, 2D/2D2-700
RWY 17R-35L
S-75, D-150, 2S-175, 2D-220, 2D/2D2-500

SE-3, 23 SEP 2010 to 21 OCT 2010

ST PETERSBURG–CLEARWATER INTL (PIE) 8 N UTC−5(−4DT) N27°54.60′ W82°41.25′ **MIAMI**
11 B S4 **FUEL** 100, JET A, A1+ OX 1, 2 TPA—811(800) LRA **H–8H, L–21D, 24F**
Class I, ARFF Index C NOTAM FILE PIE **IAP, AD**

RWY 17L–35R: H9730X150 (ASPH–GRVD) S–75, D–195, 2S–175, 2D–320, 2D/2D2–700 HIRL CL
RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 68′.
RWY 35R: PAPI(P4L)—GA 3.0° TCH 76′. Thld dsplcd 930′.
RWY 04–22: H5903X150 (ASPH) S–80, D–130, 2S–165, 2D–235 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 31′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Road.
RWY 09–27: H5165X150 (ASPH) S–60, D–115, 2S–146, 2D–200 MIRL
RWY 09: REIL. PAPI (P4L)—GA 3.5° TCH 59′. Pole.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 52′.
RWY 17R–35L: H4000X75 (ASPH) S–75, D–150, 2S–175, 2D–220, 2D/2D2–500
RWY 35L: PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 558′. Acft.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	09–27	4286
RWY 09	04–22	4733
RWY 17L	04–22	7557
RWY 22	17L–35R	4514
RWY 35R	09–27	3405

RUNWAY DECLARED DISTANCE INFORMATION
RWY 17L: TORA–9730 TODA–9730 ASDA–9180 LDA–9180
RWY 35R: TORA–9730 TODA–9730 ASDA–9650 LDA–8720

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 17L touchdown, midfield and rollout runway visual range avbl. Rwy 17R–35L dalgt VFR use only, used as lgtd Twy A at ngt. In minimum visibility conditions bright lgts on highway N of arpt may be mistaken for rwy lgts. Noise sensitive area 5 miles north extending 1 mile east and west of localizer southbound to shoreline. Turbojets landing Rwy 17L and departing Rwy 35R are to use published noise abatement procedures. Banner towing prohibited on arpt. Twy T west of Twy C is restricted to acft with wingspans of less than 49 ft. PPR for use of compass rose, ctc 727–539–0071. When twr clsd, ACTIVATE MIRL Rwy 04–22 and Rwy 09–27, HIRL Rwy 17L–35R and twy lgts—CTAF. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (727) 531–3456. **HIWAS** 116.4 PIE.
COMMUNICATIONS: CTAF 118.3 **ATIS** 134.5 **UNICOM** 122.95
ST PETERSBURG RCO 123.6 122.45 122.2 122.1R 116.4T (ST PETERSBURG RADIO)
Ⓡ **TAMPA APP/DEP CON** 125.3
TOWER 118.3 128.4 (1100–0400Z‡) **GND CON** 121.9 **CLNC DEL** 120.6
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
(H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ at fld. 9/01E. **HIWAS.** VORTAC unusable 076°–079° byd 30 NM blo 3000′, VOR portion unusable 031°–054° byd 21 NM blo 5000′, 156°–169° byd 32 NM blo 3000′, 241°–247° byd 30 NM blo 3000′, 276°–289° byd 30 NM blo 3000′.
CAPOK NDB (LOM) 360 PI N27°59.71′ W82°42.23′ 172° 5.2 NM to fld.
ILS 109.1 I–PIE Rwy 17L. Class IID. LOM CAPOK NDB. LOC BC Rwy 35R unusable byd 26° left of course and 23° rgt of course. LOM unmonitored.
ILS 108.7 I–CWT Rwy 35R. Class IT. LOC unusable byd 27° right of course.
COMM/NAV/WEATHER REMARKS: Emerg freq 121.5 not avbl at twr. HIWAS unusable 330°–151° byd 25 NM blo 5000′. Ctc St Petersburg Radio for airport advisory service on 118.3 when twr is clsd.

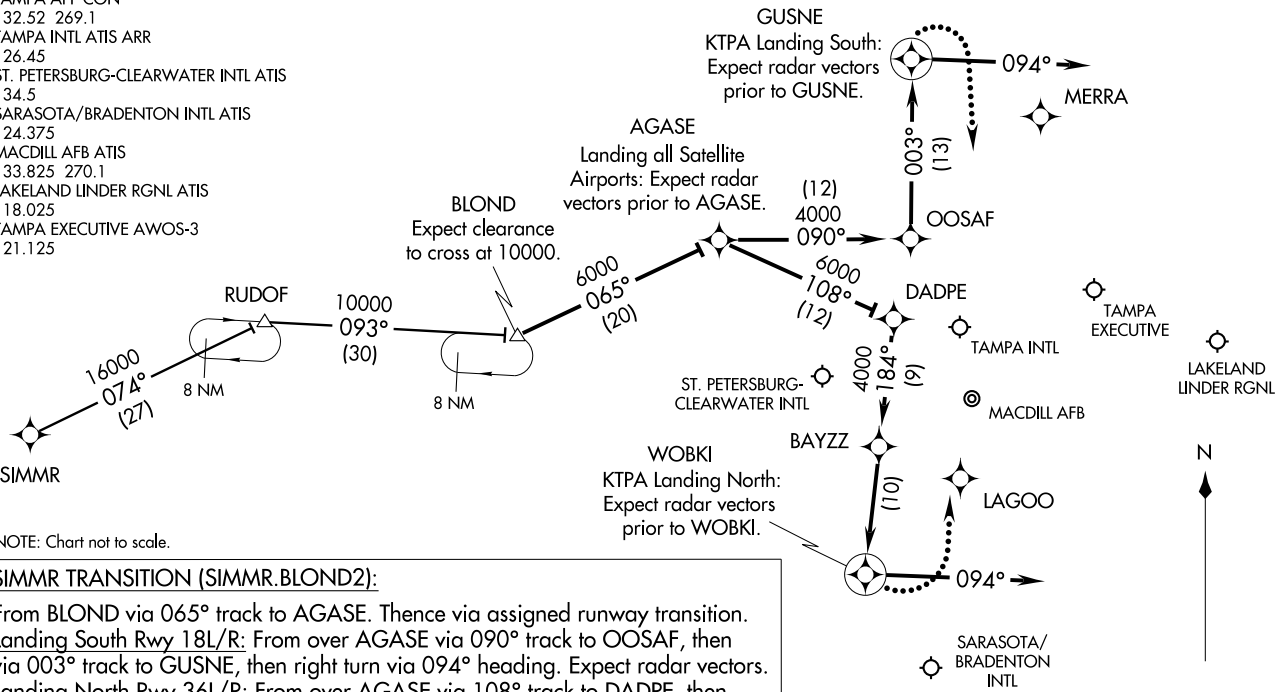
SANFORD N28°47.10′ W81°14.60′ NOTAM FILE SFB. **JACKSONVILLE**
NDB (MHW) 408 SFB at Orlando Sanford. (NDB unmonitored when twr clsd.) **L–21D, 24F**

SANTA ROSA N30°36.91′ W86°56.24′ NOTAM FILE GNV. **L–21C, 22H**
(L) TACAN Chan 63 NGS (133.6) 323° 6.4 NM to Whiting Fld NAS South. 147/2W.

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

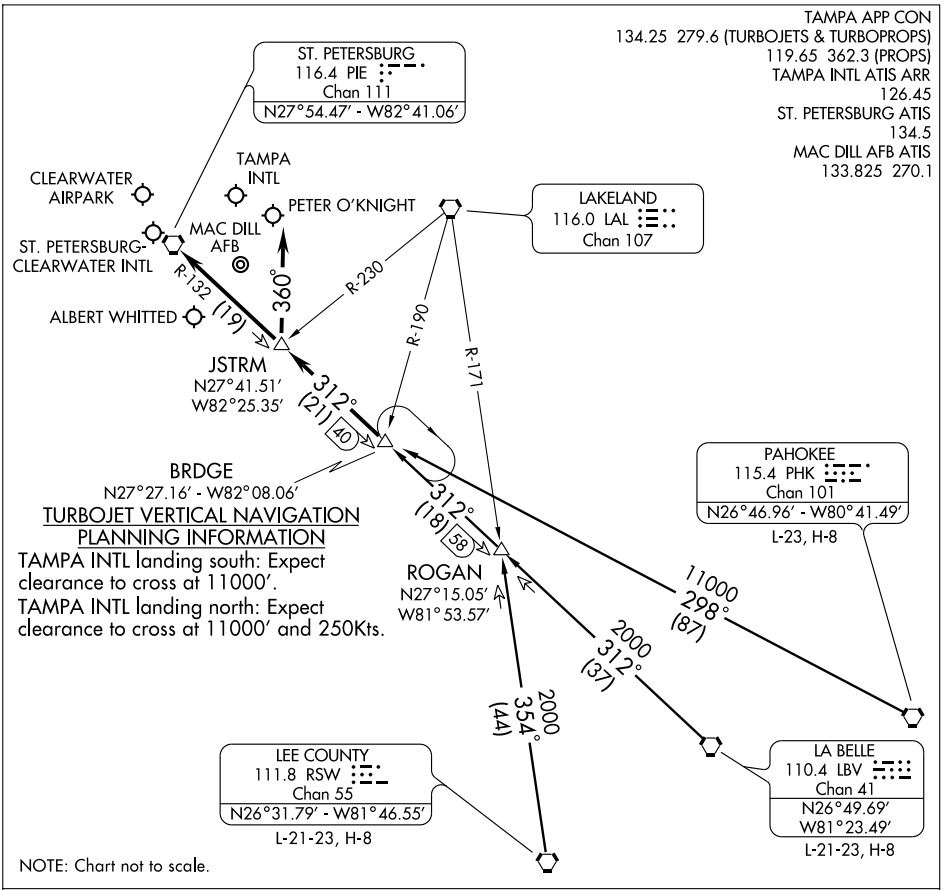
NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

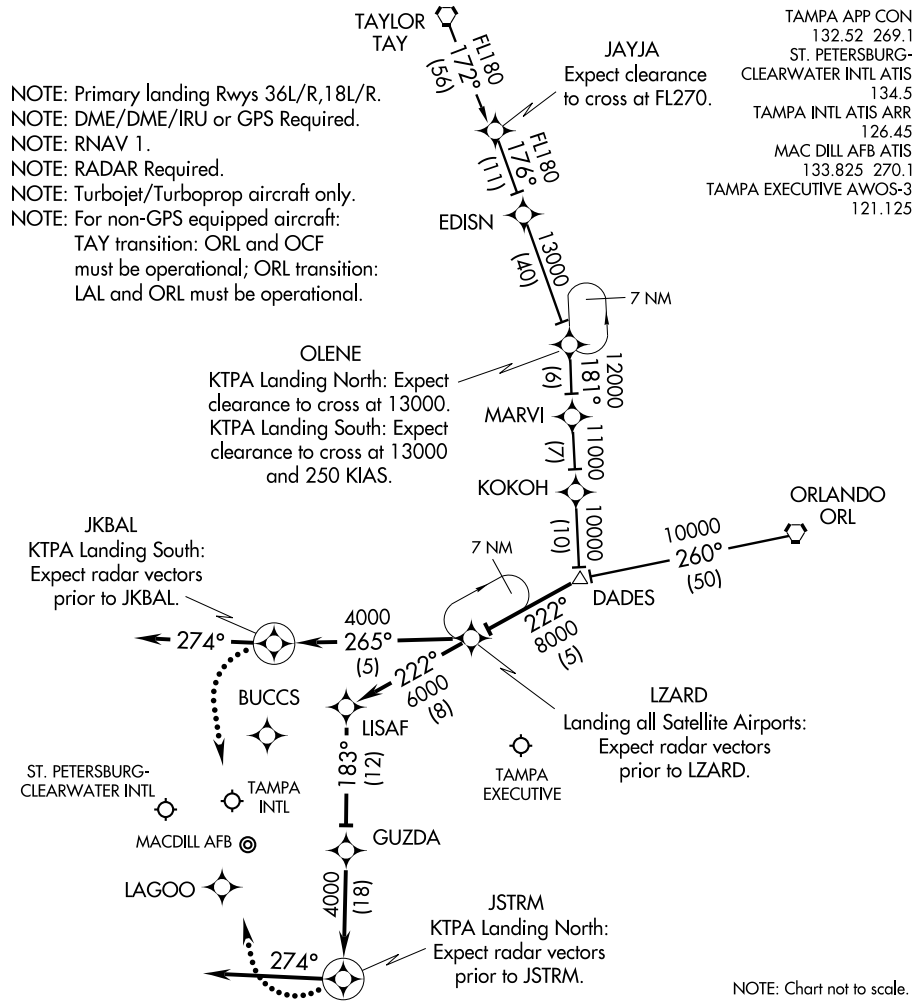
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

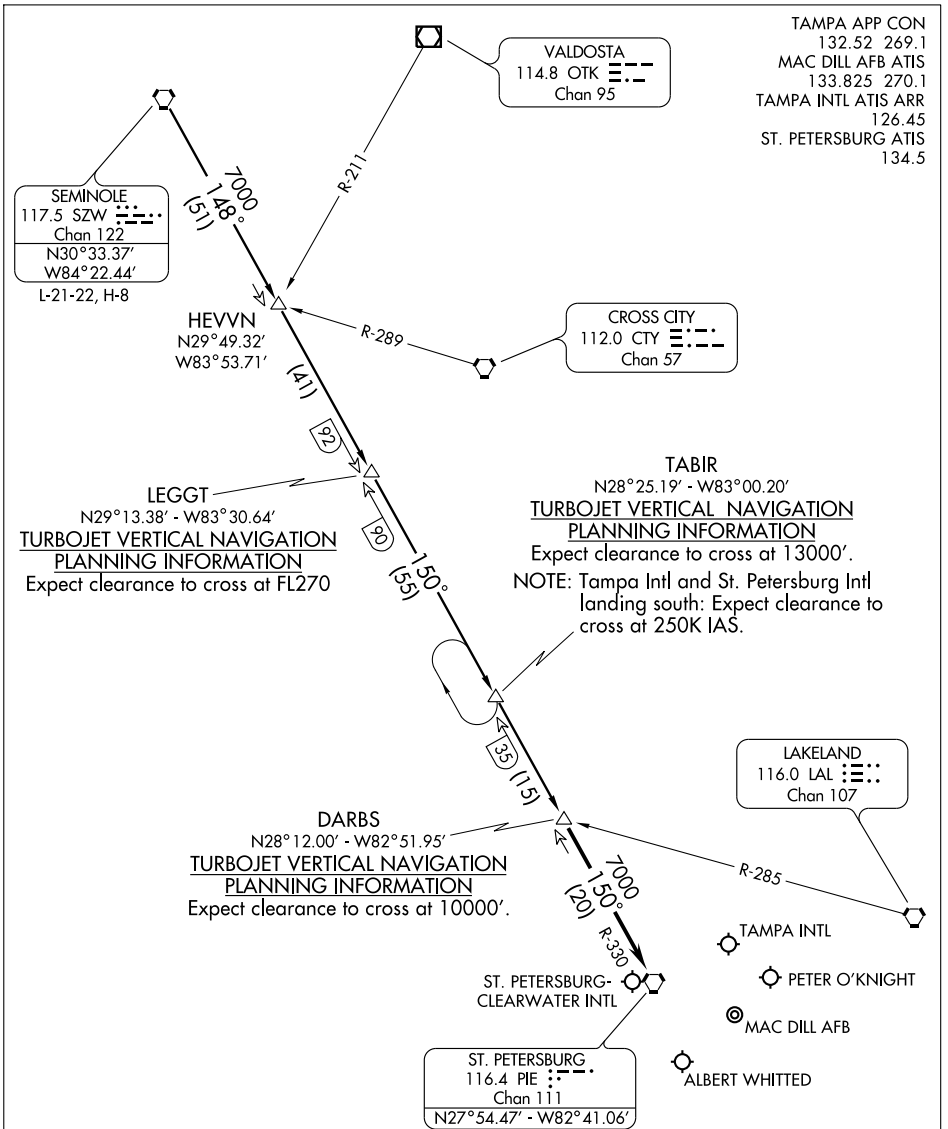
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

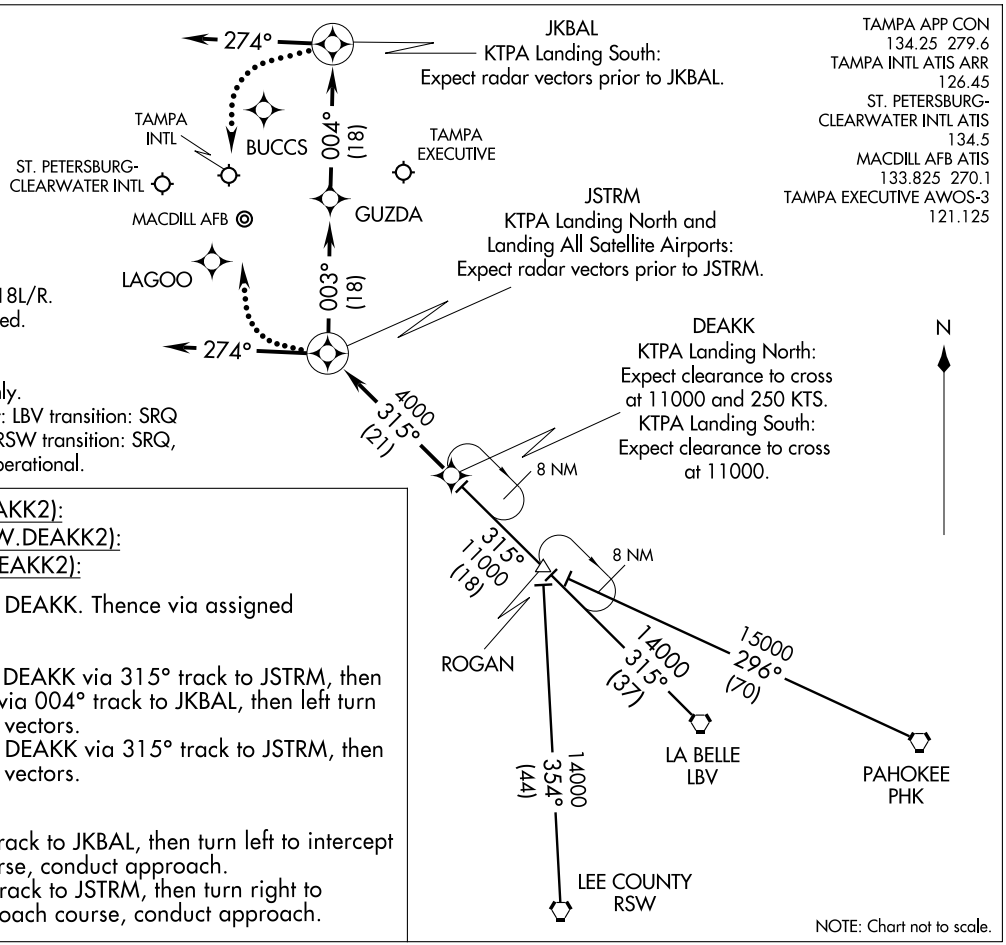
TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

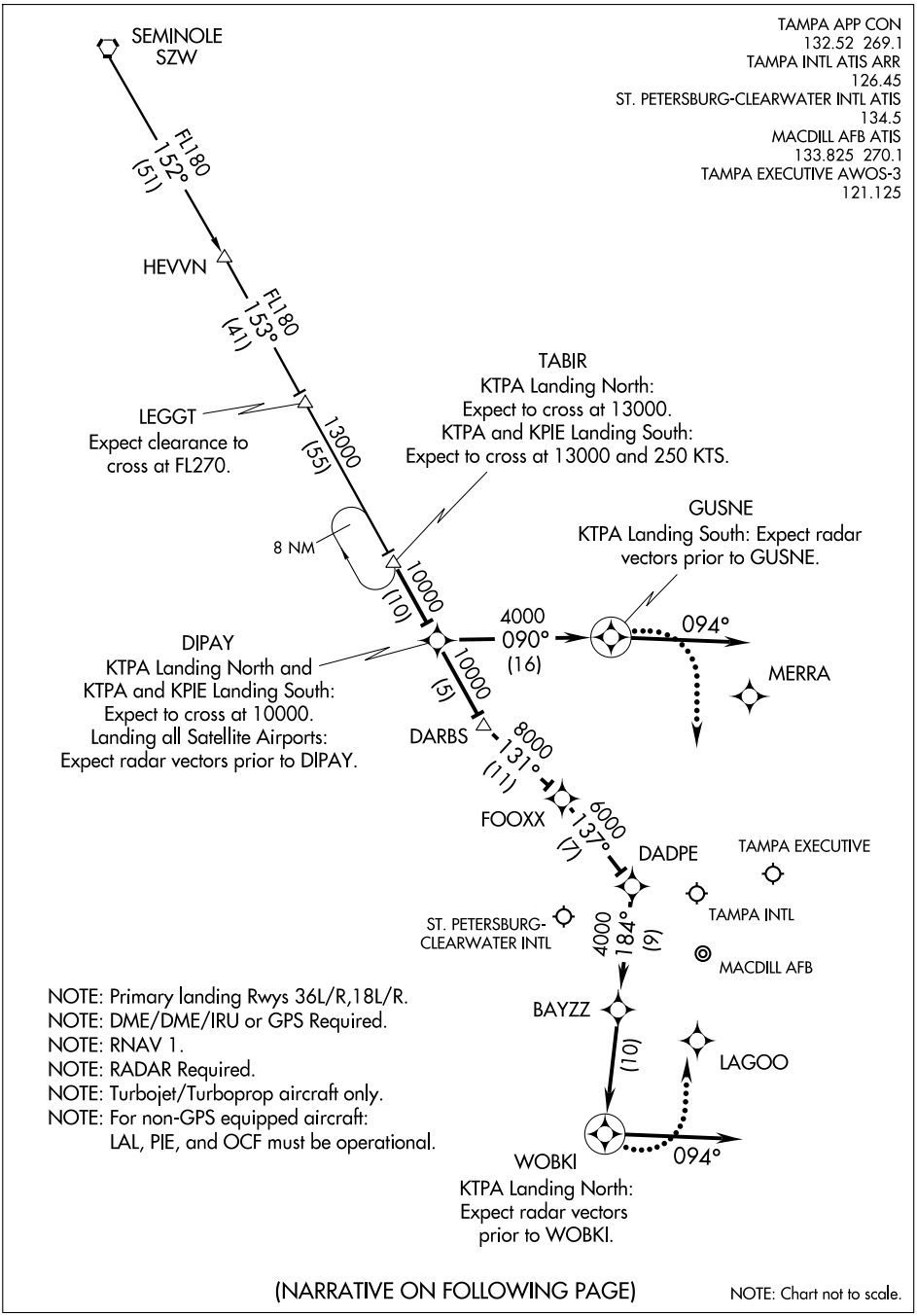
DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

(FOOXX.FOOXX2) 10098

SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-CWT	APP CRS	Rwy Idg	8720
108.7	353°	TDZE	10
		Apt Elev	11

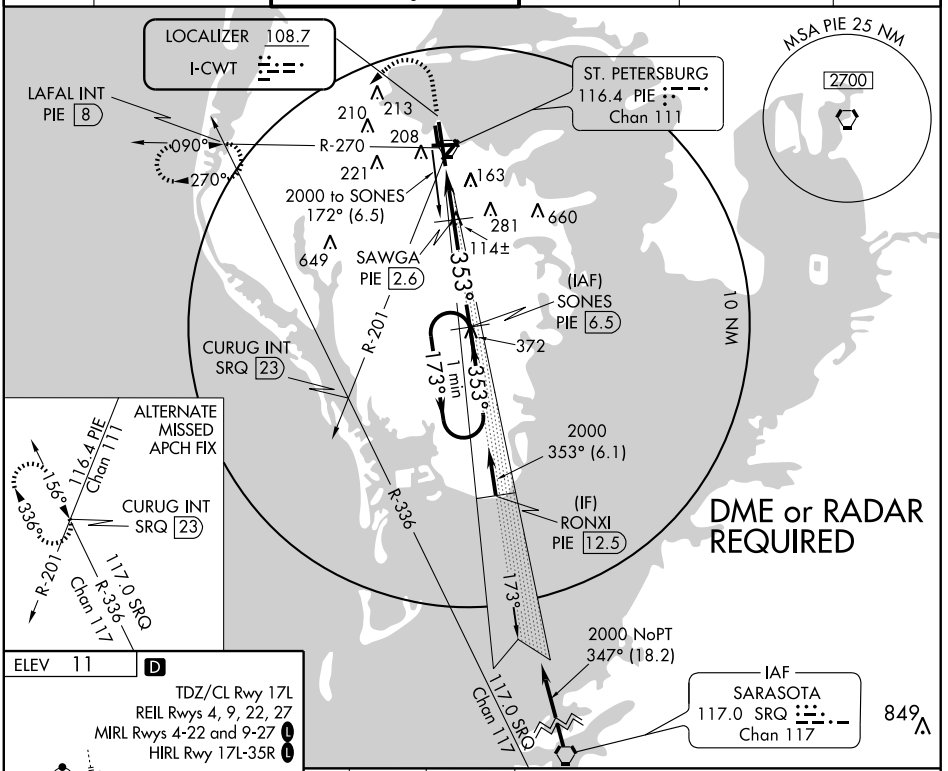
ILS or LOC/DME RWY 35R

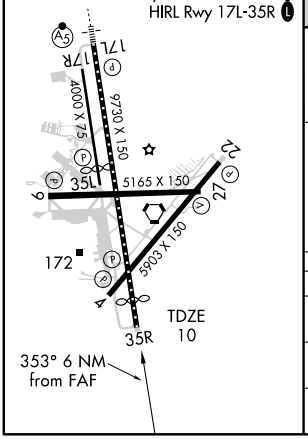
ST. PETERSBURG-CLEARWATER INTL(PIE)

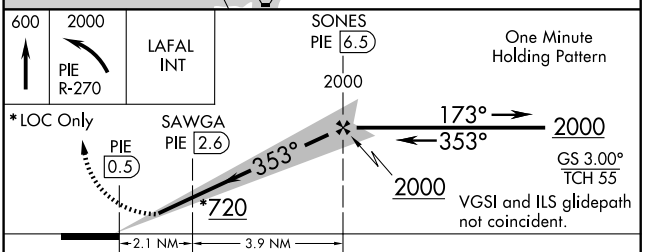
DME from PIE VORTAC. Simultaneous reception of I-CWT and PIE DME Required. When local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 233 feet, increase all MDAs 40 feet, and S-LOC 35 Cat C and E visibility ¼ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 35R	210-¾ 200 (200-¾)				
S-LOC 35R	380-1 370 (400-1)			380-1¼ 370 (400-1¼)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS or LOC RWY 17L

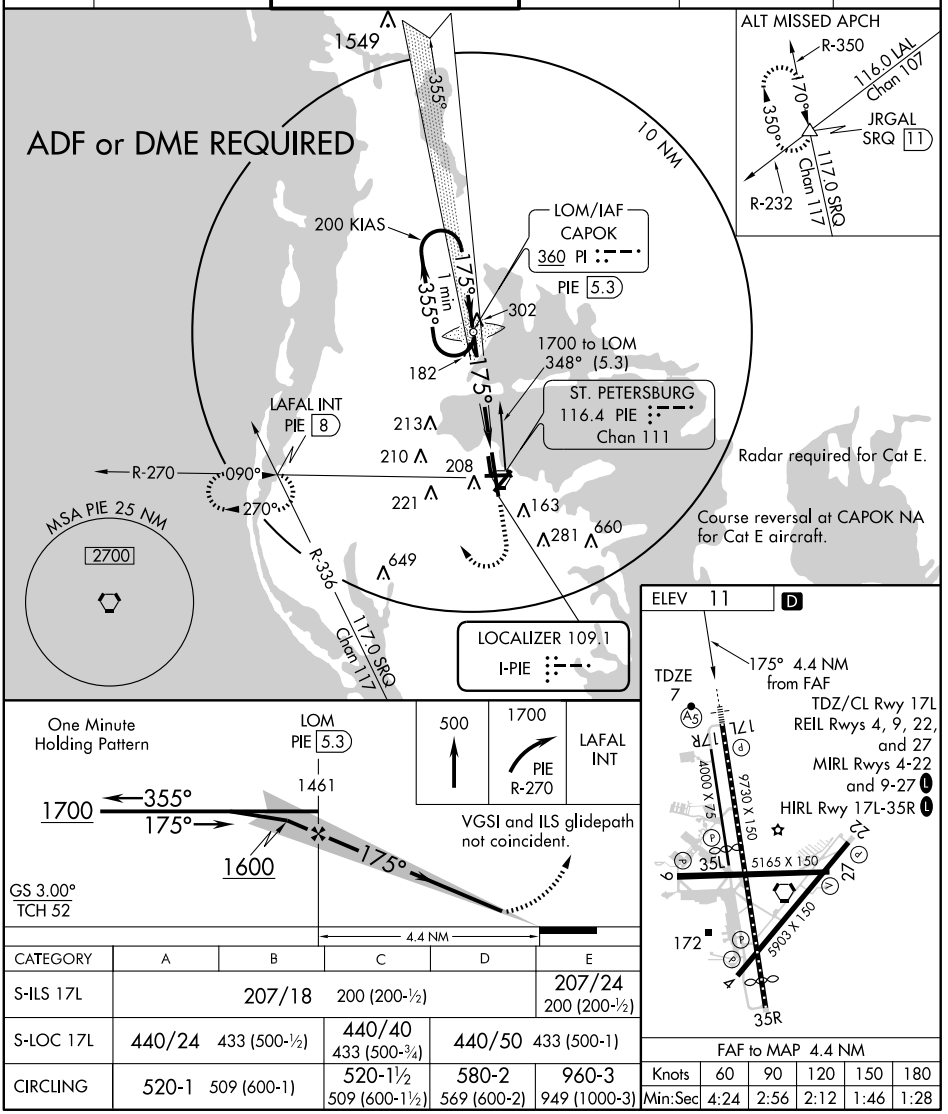
ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 17L DA to 230 feet; increase all MDA 40 feet and S-LOC 17L Cat E visibility to RVR 6000. For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1½ mile. When using Tampa Intl atimeter setting, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1¾ mile. ADF or DME Required.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL INT/ PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D	E
S-ILS 17L	207/18 200 (200-½)				207/24 200 (200-½)
S-LOC 17L	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS RWY 17L (CAT II)

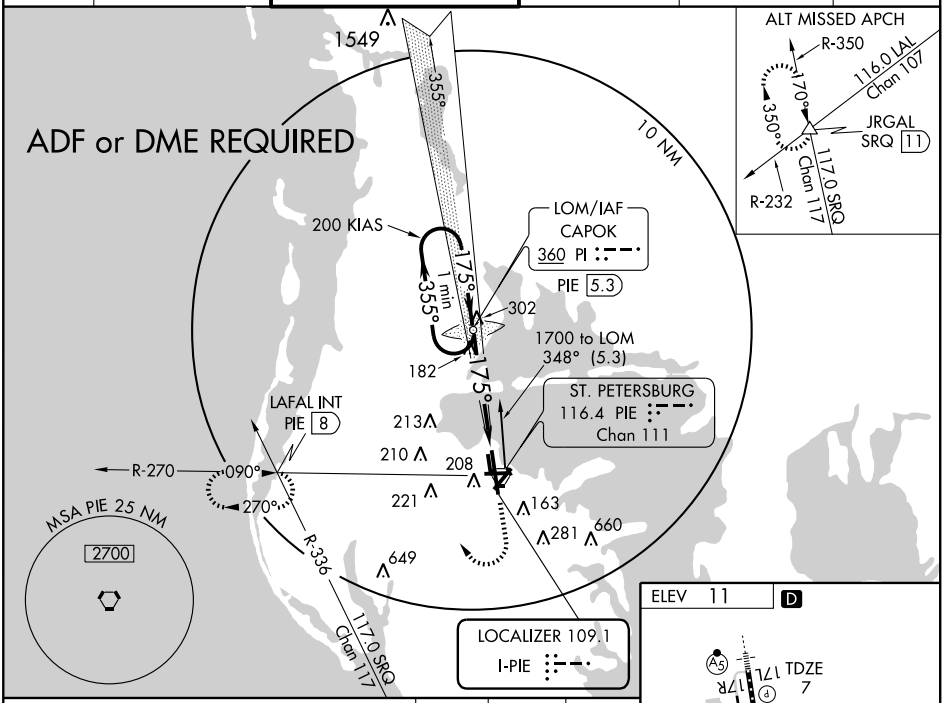
ST. PETERSBURG-CLEARWATER INTL (PIE)

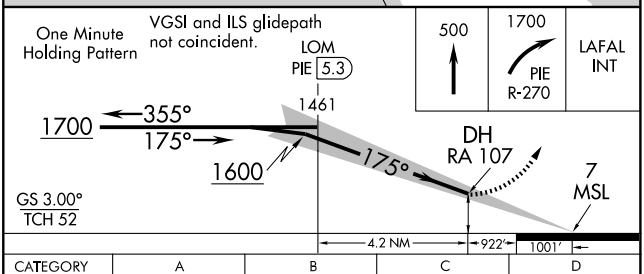
CAT II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. ADF or DME Required.
CAT II S-ILS R17L NA when control tower closed.
CAT II S-ILS R17L NA when using Tampa Intl altimeter setting.

MALSR

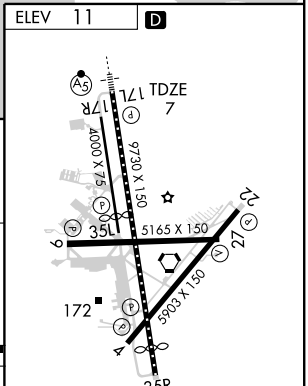
MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL INT/ PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
S-ILS 17L	RA 107/16 100 DA 107			



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22,and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

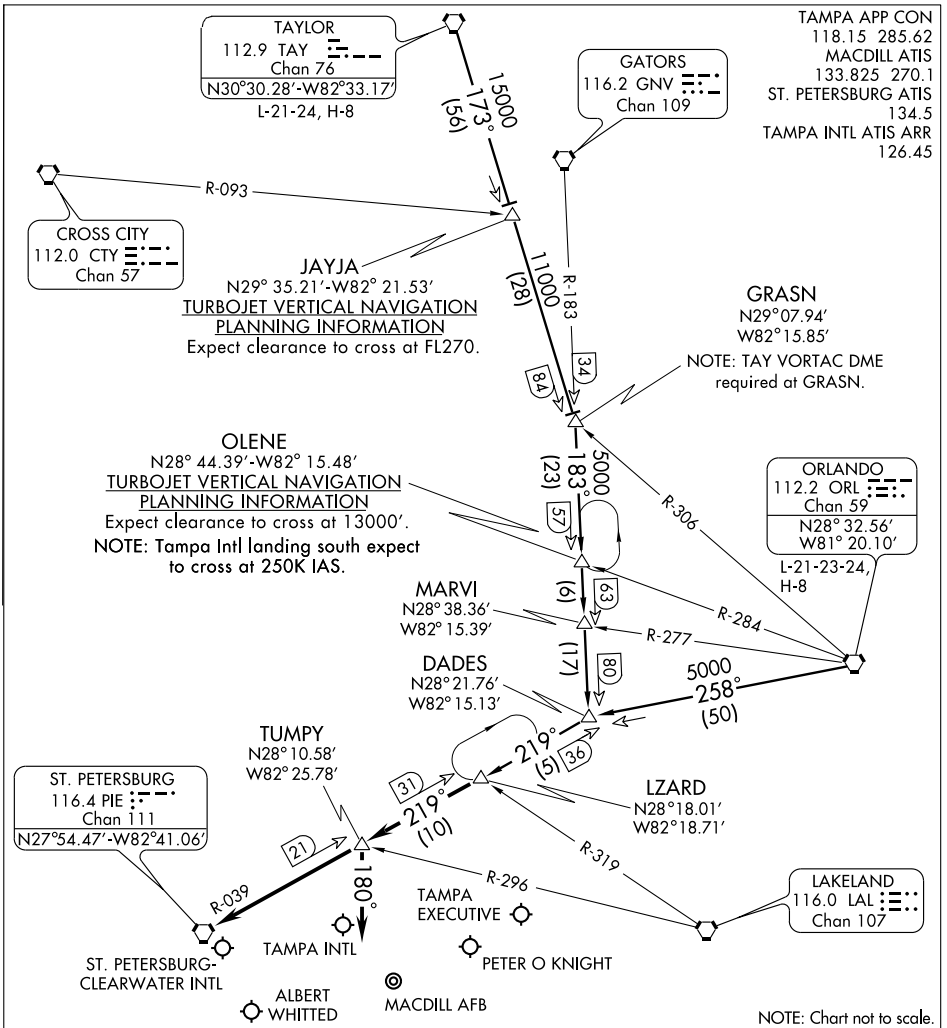
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

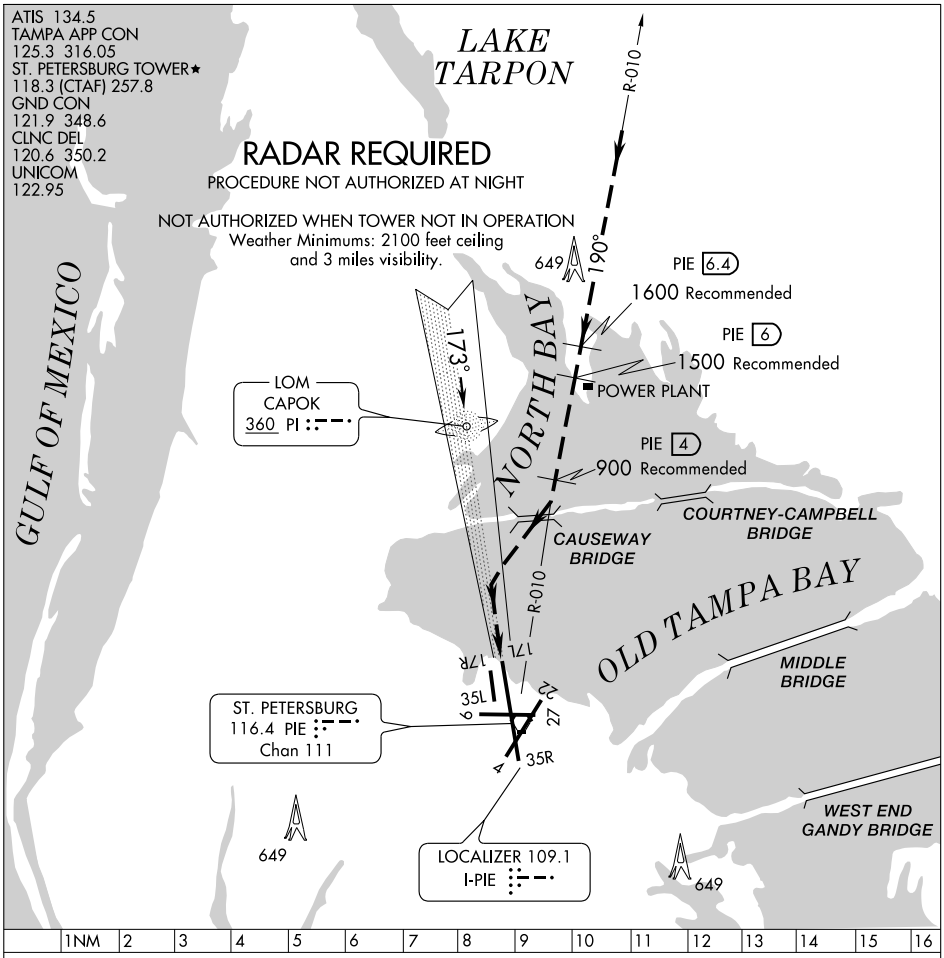
SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

NORTH BAY VISUAL RWY 17L

AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-010 6 DME fix) heading 190° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 17L.

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	N/A
195°	TDZE	N/A
	Apt Elev	11

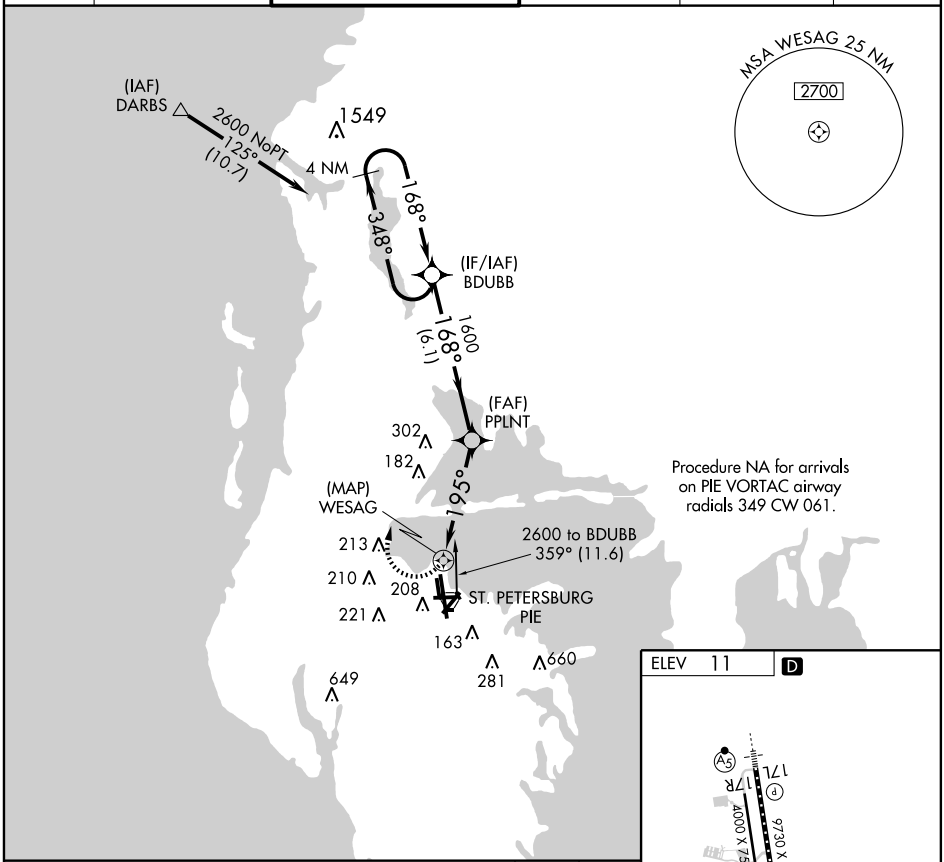
RNAV (GPS)-A

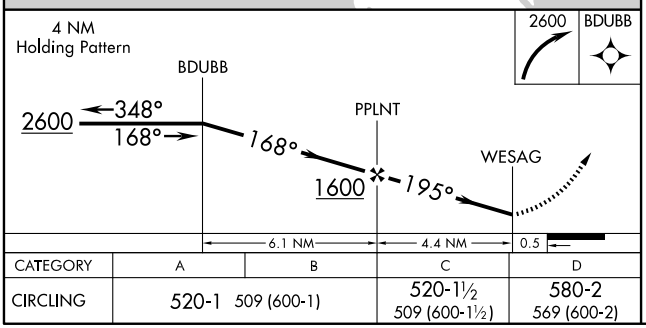
ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

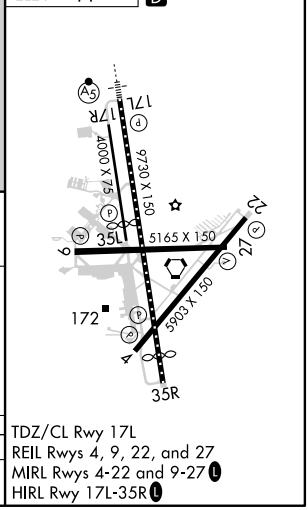
MISSED APPROACH: Climbing right turn to 2600 direct BDUBB and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	9180
CH 50126	173°	TDZE	7
W17A		Apt Elev	11

RNAV (GPS) RWY 17L

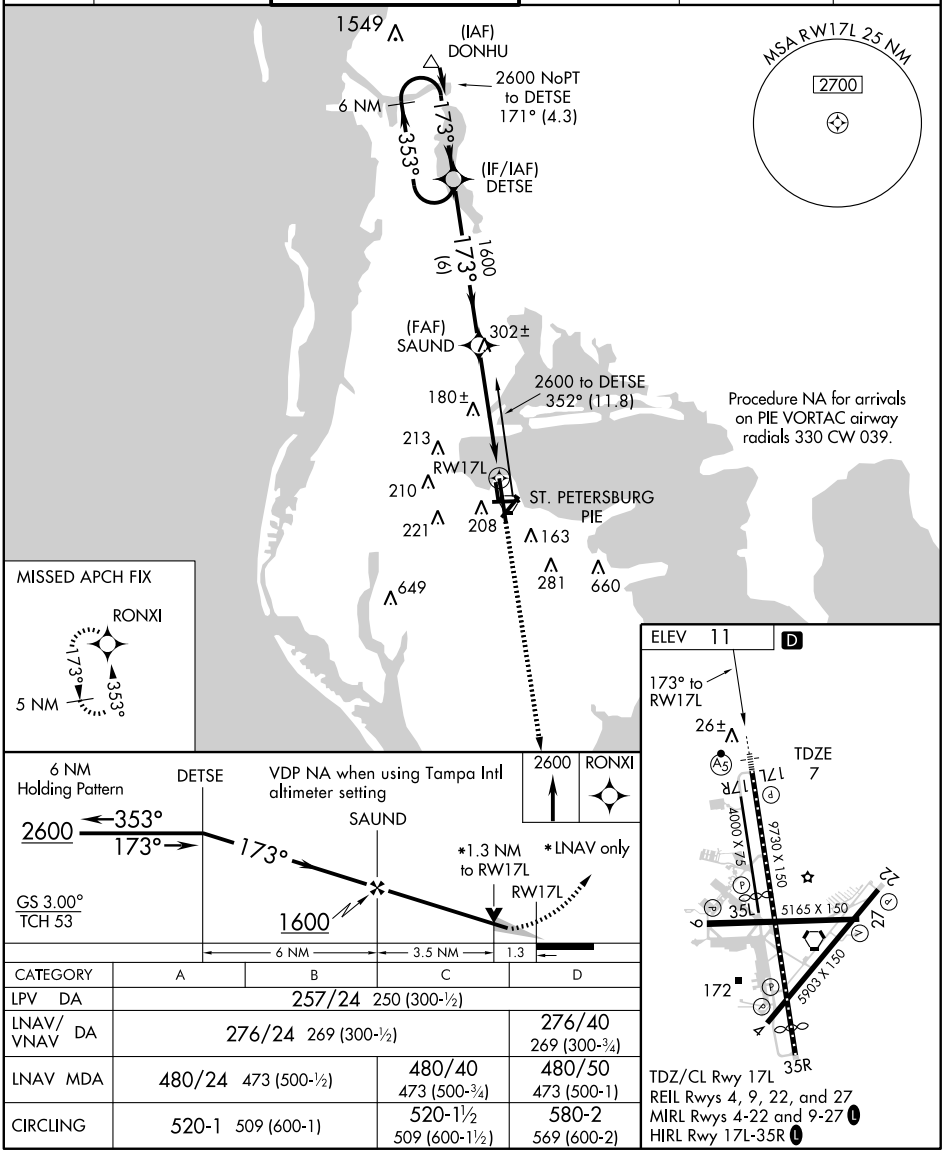
ST. PETERSBURG-CLEARWATER INTL (PIE)

Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting: increase LPV DA to 281 feet; increase LNAV/VNAV DA to 300 feet; increase all MDAs 40 feet. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat D to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2600 direct RONXI and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D
LPV DA	257/24 250 (300-½)			
LNAV/VNAV DA	276/24 269 (300-½)			276/40 269 (300-¾)
LNAV MDA	480/24 473 (500-½)		480/40 473 (500-¾)	480/50 473 (500-1)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8720
CH 56226	353°	TDZE	10
W35A		Apt Elev	11

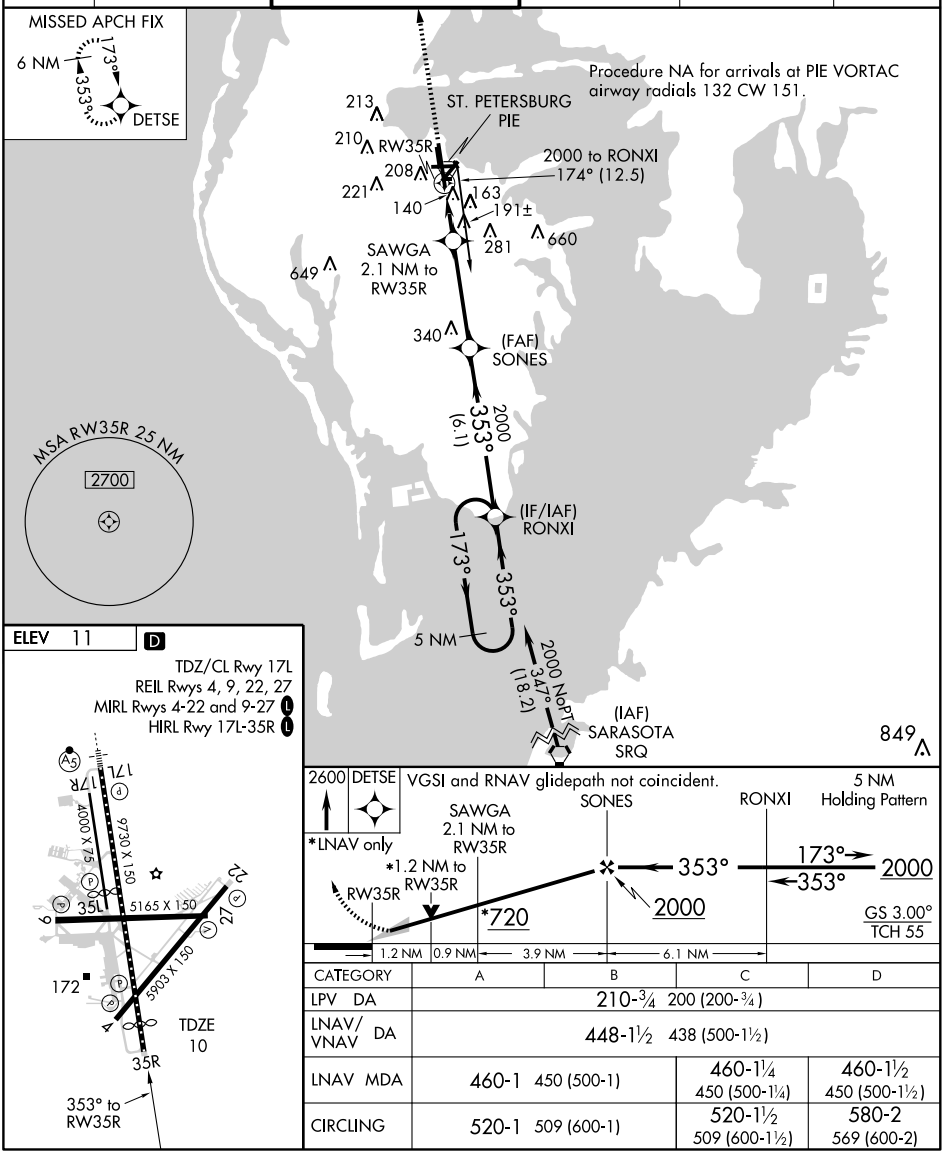
RNAV (GPS) RWY 35R

ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 233 feet, LNAV/VNAV DA to 471; increase all MDAs 40 feet. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

MISSED APPROACH:Climb to 2600 direct DETSE and hold.

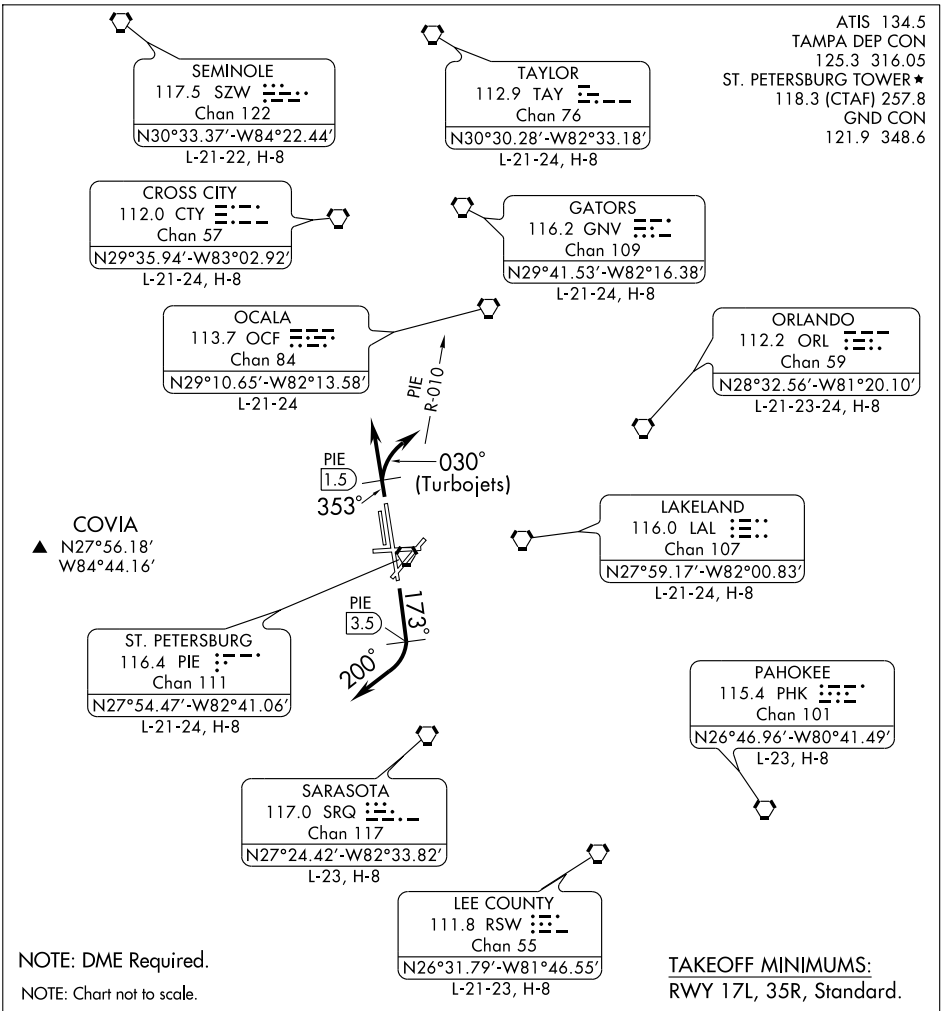
ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D
LPV DA	210-¾ 200 (200-¾)			
LNAV/VNAV DA	448-1½ 438 (500-1½)			
LNAV MDA	460-1 450 (500-1)		460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ST. PETE THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence...

TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on the PIE R-010, thence...

ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence...

Maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

TAKE-OFF OBSTACLES NOTES:

NOTE: RWY 17L, Bldg 689′ from DER, 418′ right of centerline, 35′ AGL/44′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right of centerline, up to 49′ AGL/58′ MSL. Sign 1,336′ from DER, 198′ left of centerline, 44′ AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. Ant on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/ 89′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right centerline, up to 49′ AGL/58′ MSL. Poles beginning 1,015′ from DER, 103′ left of centerline, up to 38′ AGL/47′ MSL. Sign 1,336′ from DER, 196′ left of centerline, 44 AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. ANT on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/89′ MSL.

NOTE: RWY 22, Trees 1,007′ from DER, 109′ left of centerline, up to 65′ AGL/74′ MSL. Tree 1,629′ from DER, 88" right of centerline, 61′ AGL/70′ MSL. Tower 5,591′ from DER, 266′ right of centerline, 153′ AGL/168′ MSL.

NOTE: RWY 27, Poles beginning 188′ from DER, 136′ right of centerline, up to 66′ AGL/75′ MSL. Hangar lights 552′ from DER, 450′ right of centerline, 25′ AGL/34′ MSL. Poles beginning 605′ from DER, 179′ left of centerline, up to 40′ AGL/49′ MSL. Trees beginning 1,540′ from DER, 224′ left of centerline, up 57′ AGL/66′ MSL. ANT on tank 2,188′ from DER, 712′ left of centerline, 71′ AGL/80′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC PIE	APP CRS	Rwy Idg	9180
116.4	166°	TDZE	8
Chan 111		Apt Elev	11

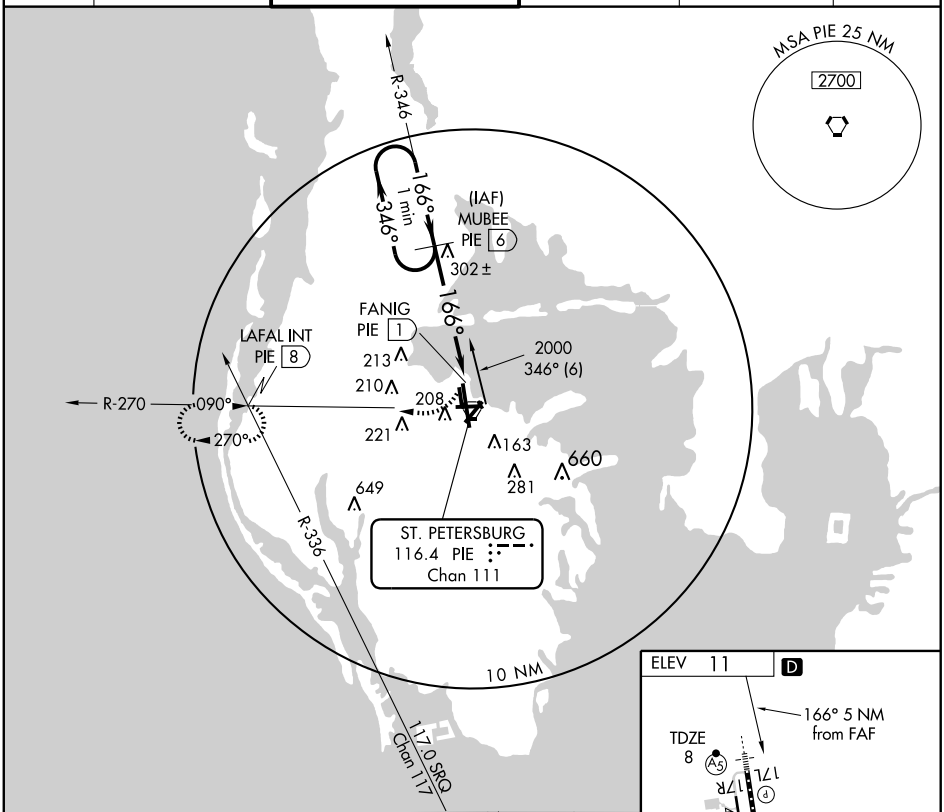
VOR/DME RWY 17L

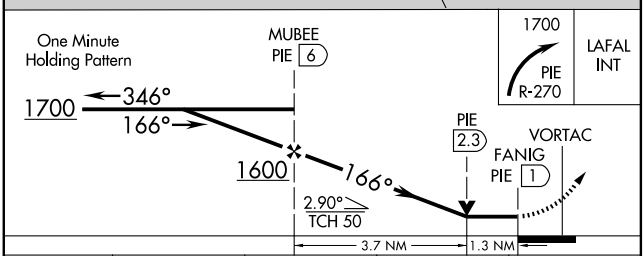
ST. PETERSBURG-CLEARWATER INTL (PIE)

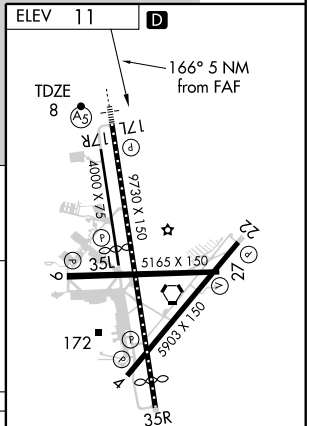
MALSR

MISSED APPROACH: Climbing right turn to 1700 via PIE R-270 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D
S-17L	480/24	472 (500-½)	480/40 472 (500-¾)	480/50 472 (500-1)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

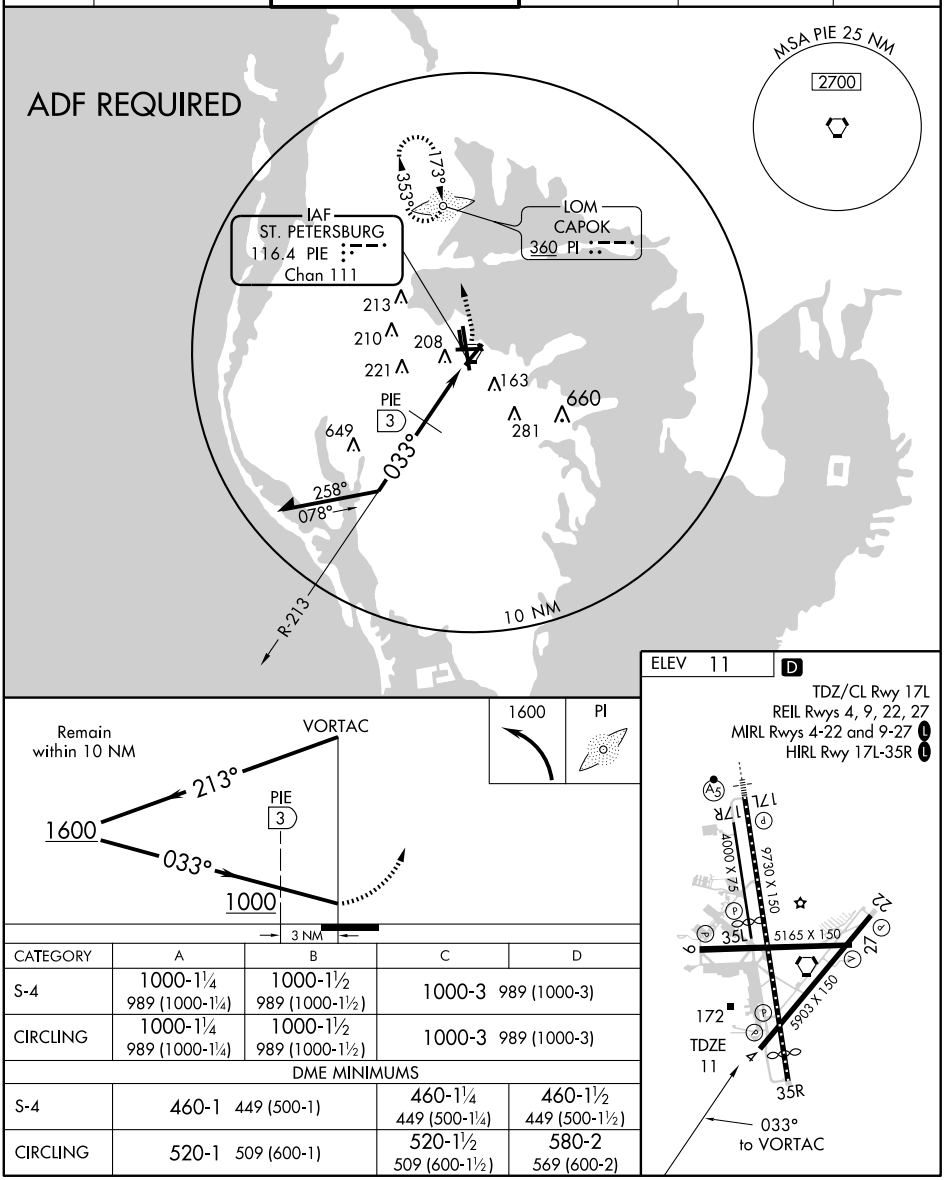
VORTAC PIE	APP CRS	Rwy Idg	5903
116.4	033°	TDZE	11
Chan 111		Apt Elev	11

VOR RWY 4

ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climbing left turn to 1600 direct CAPOK LOM and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



CATEGORY	A	B	C	D
S-4	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
CIRCLING	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
DME MINIMUMS				
S-4	460-1 449 (500-1)		460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC PIE	APP CRS	Rwy Idg	8720
116.4	002°	TDZE	11
Chan 111		Apt Elev	11

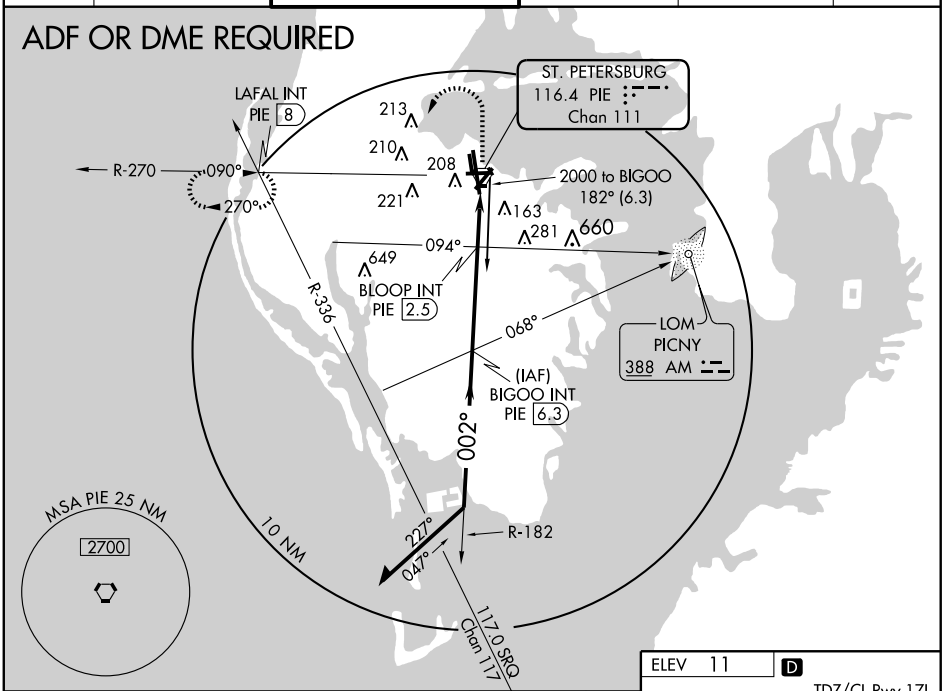
VOR RWY 35R

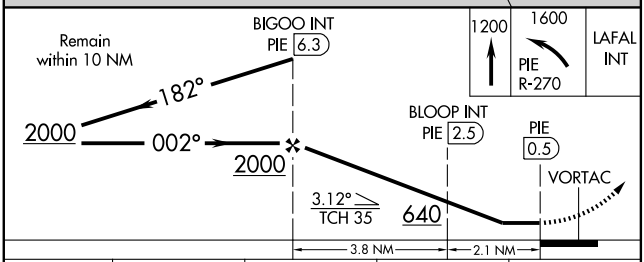
ST. PETERSBURG-CLEARWATER INTL (PIE)

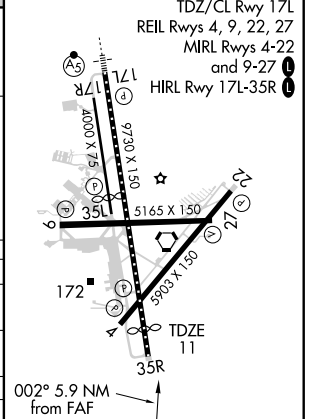
MISSED APPROACH: Climb to 1200 then climbing left turn to 1600 via PIE R-270 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

ADF OR DME REQUIRED







CATEGORY	A	B	C	D
S-35R	640-1 629 (700-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)
CIRCLING	640-1 629 (700-1)		640-1¾ 629 (700-1¾)	640-2 629 (700-2)
BLOOP INT/DME MINIMUMS				
S-35R	460-1 449 (500-1)		460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

FAF to MAP 5.9 NM

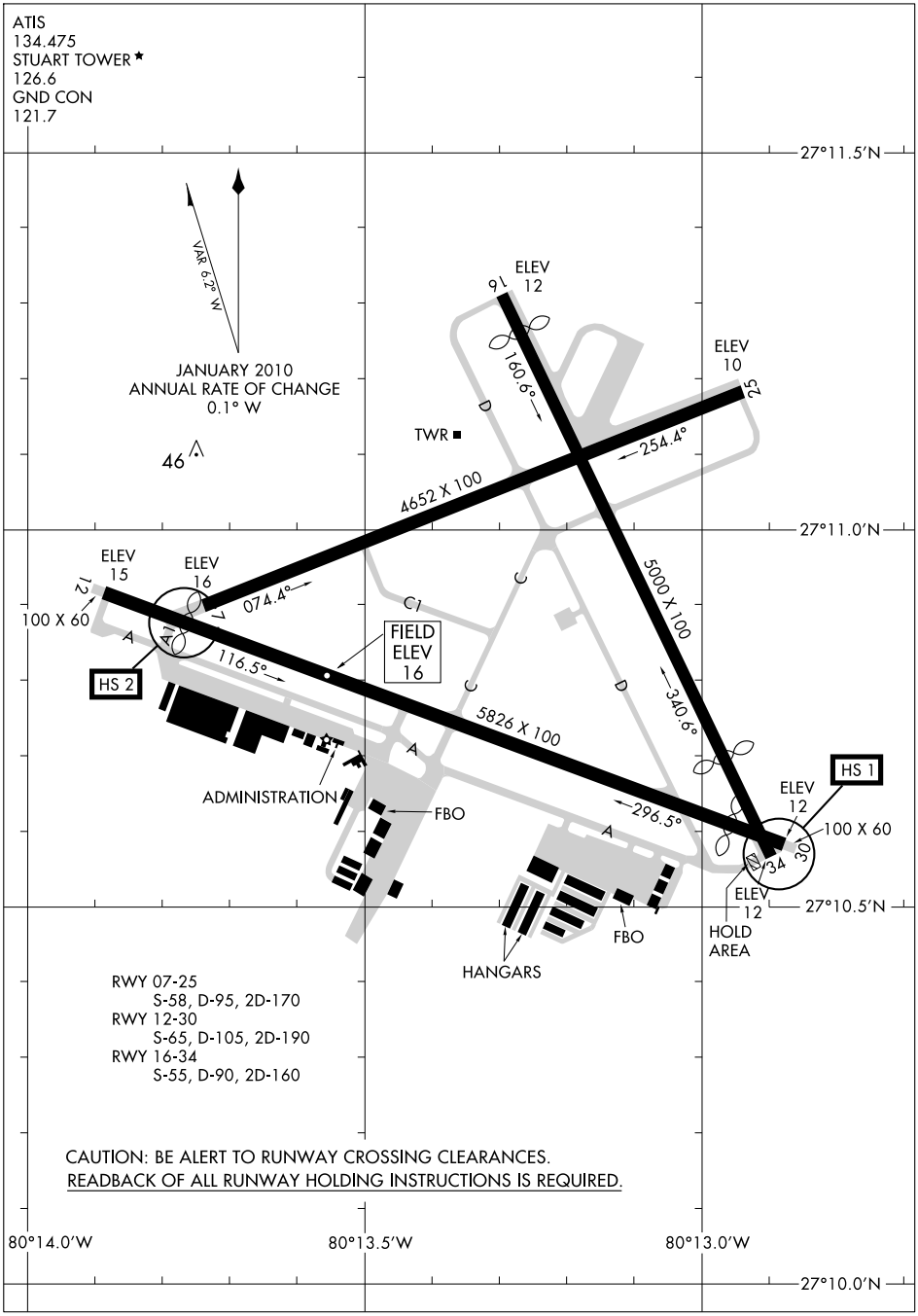
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-9217 (FAA)

STUART/WITHAM FIELD (SUA)
STUART, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

STUART, FLORIDA
STUART/WITHAM FIELD (SUA)

10266

SEBRING RGNL (SEF) 6 SE UTC−5(−4DT) N27°27.38′ W81°20.54′ **MIAMI**
62 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE **H–8H, L–21D, 23B**
RWY 18–36: H5234X150 (ASPH) S–26, D–50, 2D–85 MIRL **IAP**
RWY 18: REIL. PAPI (P4L). Trees. **RWY 36:** REIL. PAPI (P4L). Tree.
RWY 14–32: H4990X100 (ASPH) S–26, D–50, 2D–85
RWY 14: Thld dsplcd 290′. Railroad. **RWY 32:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1230–2300Z‡, Sat–Sun 1200–2200Z‡. For fuel after hrs call 863–655–6455.
WEATHER DATA SOURCES: AWOS–3 119.475 (863) 655–6424.
COMMUNICATIONS: CTAF/UNICOM 122.7
SEBRING RCO 122.25 (ST PETERSBURG RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 127.2
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
LA BELLE (L) VORTAC 110.4 LBV Chan 41 N26°49.69′ W81°23.49′ 003° 37.7 NM to fld. 30/01E.

SEMINOLE N30°33.37′ W84°22.44′ NOTAM FILE TLH. **JACKSONVILLE**
(H) VORTAC 117.5 SZW Chan 122 at Tallahassee Commercial. 180/02E. **HIWAS** **H–8H, L–21D, 22I**
RCO 122.1R 117.5T (GAINESVILLE RADIO)
RCO 122.2 122.4 (GAINESVILLE RADIO)

SHELL CREEK AIRPARK (See PUNTA GORDA)

SOUTH LAKELAND (See LAKELAND)

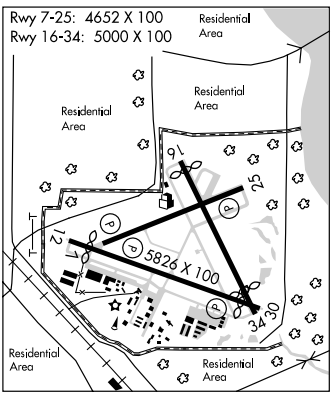
SOUTHWEST FLORIDA INTL (See FT MYERS)

SOYYA N30°52.30′ W85°13.50′ NOTAM FILE GNV. **NEW ORLEANS**
NDB (MHW) 329 SMY 134° 3.0 NM to Marianna Muni. NDB unmonitored 0300–1100Z‡. **L–21C, 22I**

SPACE COAST RGNL (See TITUSVILLE)

STUART

WITHAM FLD (SUA) 1 SE UTC−5(−4DT) N27°10.90′ W80°13.28′ **MIAMI**
16 B S4 **FUEL** 100LL, JET A NOTAM FILE MIA **H–8I, L–23C**
RWY 12–30: H5826X100 (ASPH–GRVD) S–65, D–105, 2D–190 MIRL **IAP, AD**
RWY 12: REIL. PAPI (P4L)—GA 3.0° TCH 33°. Thld dsplcd 648′. Tree.
RWY 30: REIL. PAPI (P4L)—GA 3.0° TCH 26′. Thld dsplcd 460′. Tree.
RWY 16–34: H5000X100 (ASPH) S–55, D–90, 2D–160
RWY 16: Thld dsplcd 336′. Tree. **RWY 34:** Thld dsplcd 880′. Tree.
RWY 07–25: H4652X100 (ASPH) S–58, D–95, 2D–170 MIRL
RWY 07: PAPI(P2L). Tree. **RWY 25:** PAPI(P2L). Trees.
AIRPORT REMARKS: Attended 1200–0100Z‡. Birds on and invof arpt. Acft with wingspan exceeding 79 ft are prohibited from operating on Twy A between Twy C and the apch end Rwy 12 when acft with wingspan exceeding 79 ft is on apch to ldg or tkf Rwy 12–30. PPR for acft exceeding rwy weight capacity. Touch and Go ops permitted Mon–Sat (except New Years, Christmas and Thanksgiving) 1400Z‡ until 2 hrs past SS and are limited to 3 ops per pilot per day. Stop and Go ops and intersection tkfs strongly discouraged at all times. Stage 1 and 2 jet ops strongly discouraged 0300–1200Z‡. Noise sensitive areas all quadrants. For noise abatement procedures call arpt management, phone number 772–221–2374. MIRL Rwy 12–30 and Rwy 07–25 preset med ints dusk–0400Z‡. ACTIVATE REIL Rwys 12 and 30 and after 0400Z‡, ACTIVATE MIRL Rwy 12–30 and Rwy 07–25—CTAF. PAPI Rwys 12, 30, 07, and 25 operate continuously.



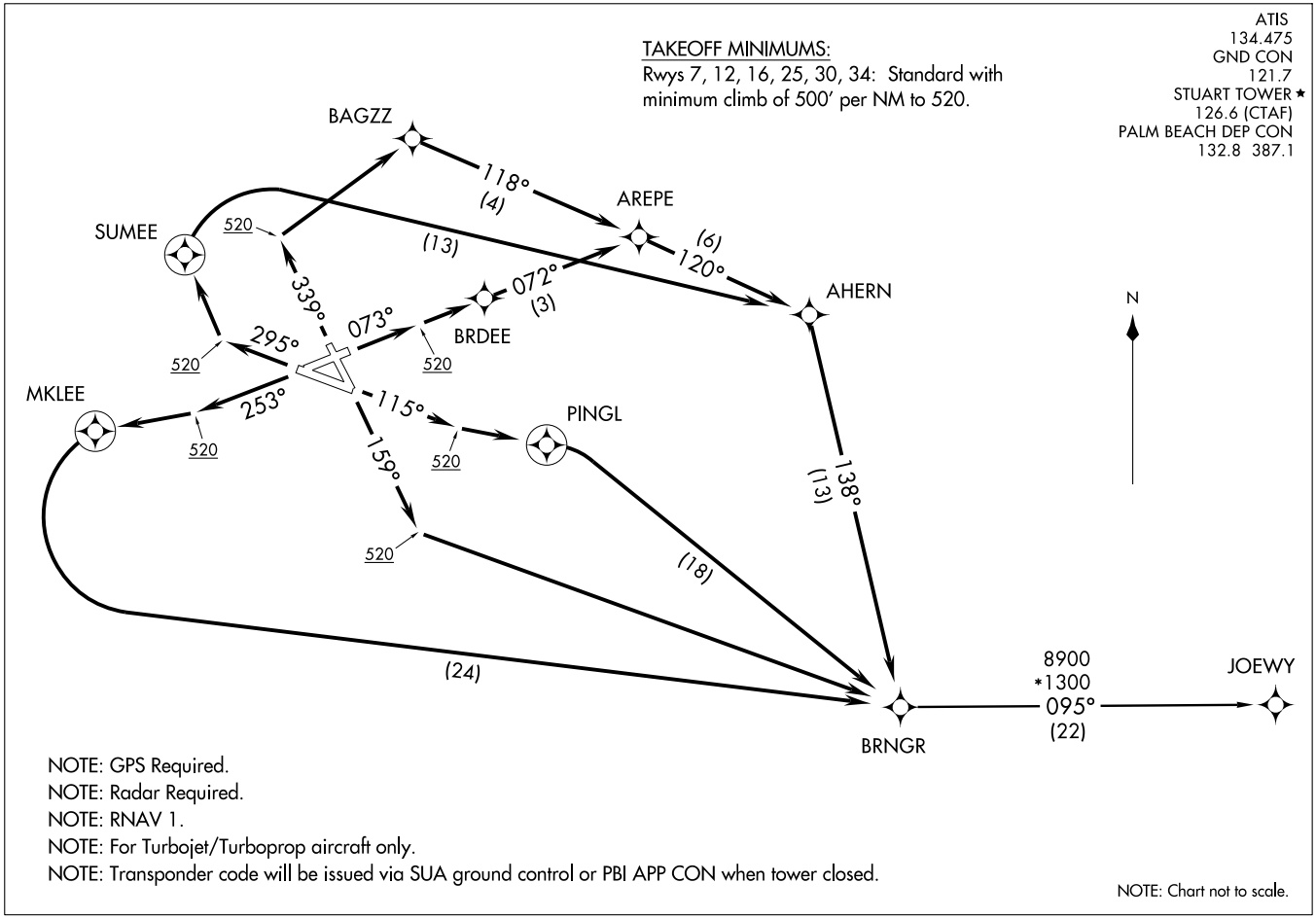
WEATHER DATA SOURCES: AWOS–3 (772) 692–7399.
COMMUNICATIONS: CTAF 126.6 **ATIS** 134.475
Ⓡ **PALM BEACH APP/DEP CON** 132.8 (STEWART)
STUART TOWER 126.6 (1200–0100Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1200–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
VERO BEACH (H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 158° 33 NM to fld. 20/04W.
HIWAS.

BRNGR ONE DEPARTURE (RNAV)

(BRNGR1.BRNGR) 10098

STUART, FLORIDA

STUART/WITHAM FIELD (SUA)



BRNGR ONE DEPARTURE (RNAV)

(BRNGR1.BRNGR) 10098

STUART/WITHAM FIELD (SUA)

STUART, FLORIDA

SL-9217 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

JOEWY TRANSITION (BRNGR1.JOEWY):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 27R departures.
	HS 2	The hold line for Rwy 36L is also the hold line for Rwy 09R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Short twy risk.
	HS 3	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 4	Short twy between rwys.
ORLANDO, FL		
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
	HS 2	Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Intersecting rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

WAAS	APP CRS	Rwy Idg	5178
CH 70516	116°	TDZE	16
W12A		Apt Elev	16

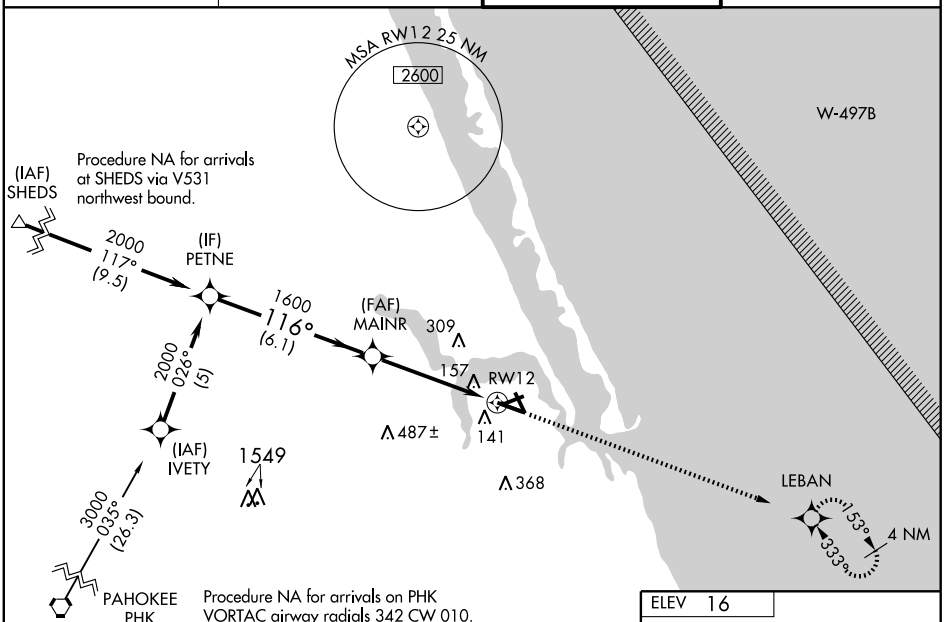
RNAV (GPS) RWY 12

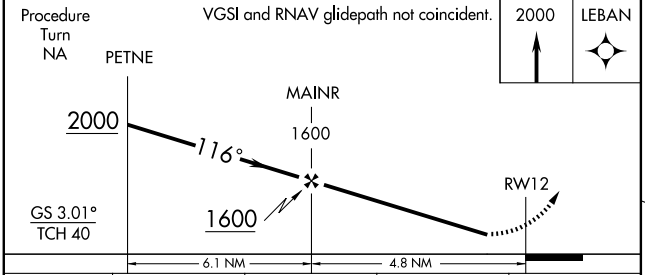
STUART/ WITHAM FIELD (SUA)

T A Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LEBAN and hold

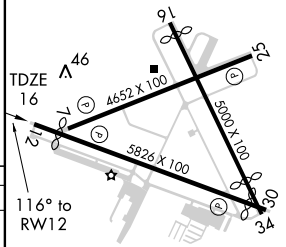
ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7





CATEGORY	A	B	C	D
LPV DA	288-1 272 (300-1)			
LNAV/VNAV DA	460-1½ 444 (500-1½)			
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)

ELEV 16



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

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SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	5366
CH 77716	296°	TDZE	16
W30A		Apt Elev	16

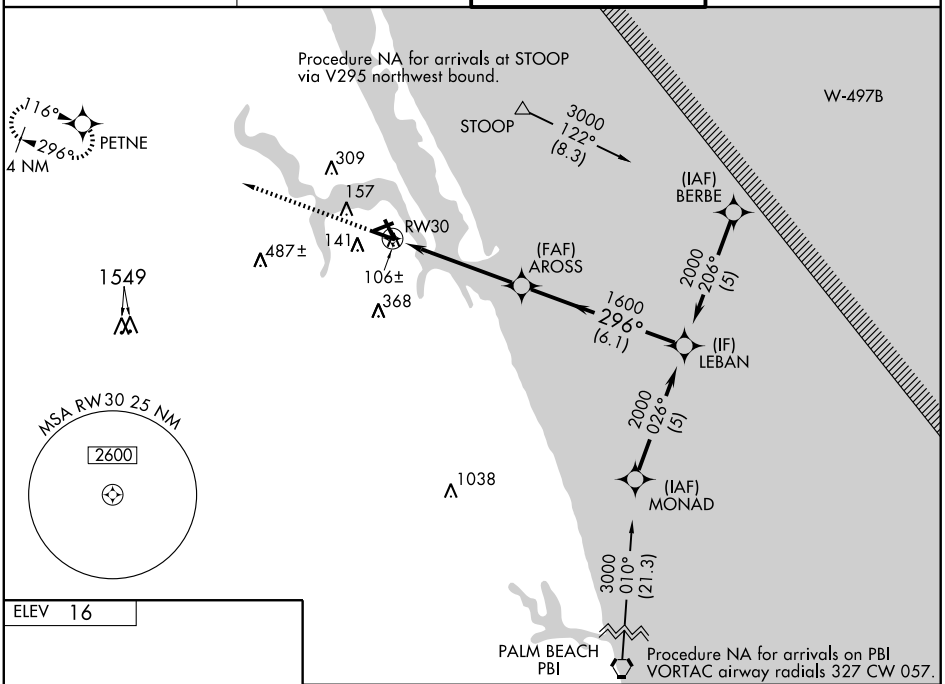
RNAV (GPS) RWY 30

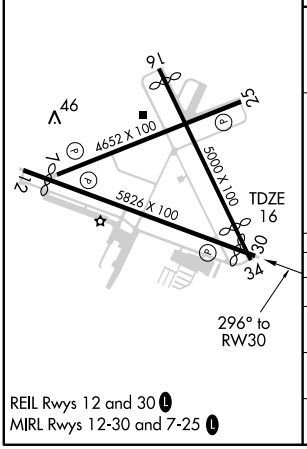
STUART/ WITHAM FIELD (SUA)

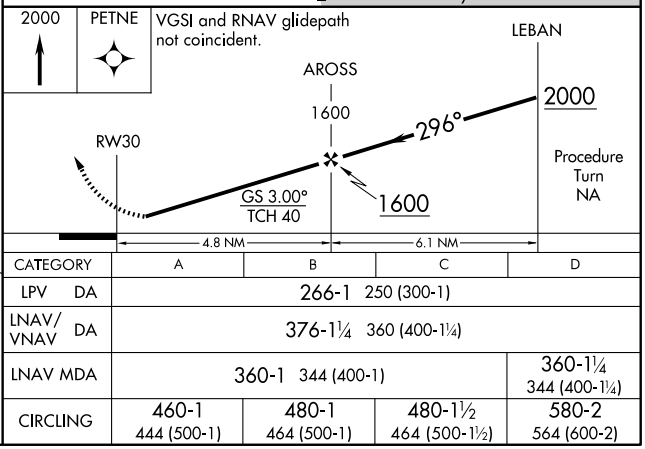
Baro-VNAV NA when using Palm Beach Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct PETNE and hold.

ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7







CATEGORY	A	B	C	D
LPV DA	266-1 250 (300-1)			
LNAV/VNAV DA	376-1¼ 360 (400-1¼)			
LNAV MDA	360-1 344 (400-1)			360-1¼ 344 (400-1¼)
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SNDLR ONE DEPARTURE (RNAV)

TAKEOFF MINIMUMS:
Rwy 34: Standard.
Rwys 7, 12, 16, 25, 30: Standard with minimum climb of 500 feet per NM to 520.

NOTE: GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via depicted route to SNDLR. Thence....

TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR. Thence....

....via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR1.SHEDS):

TAKEOFF OBSTACLE NOTES:

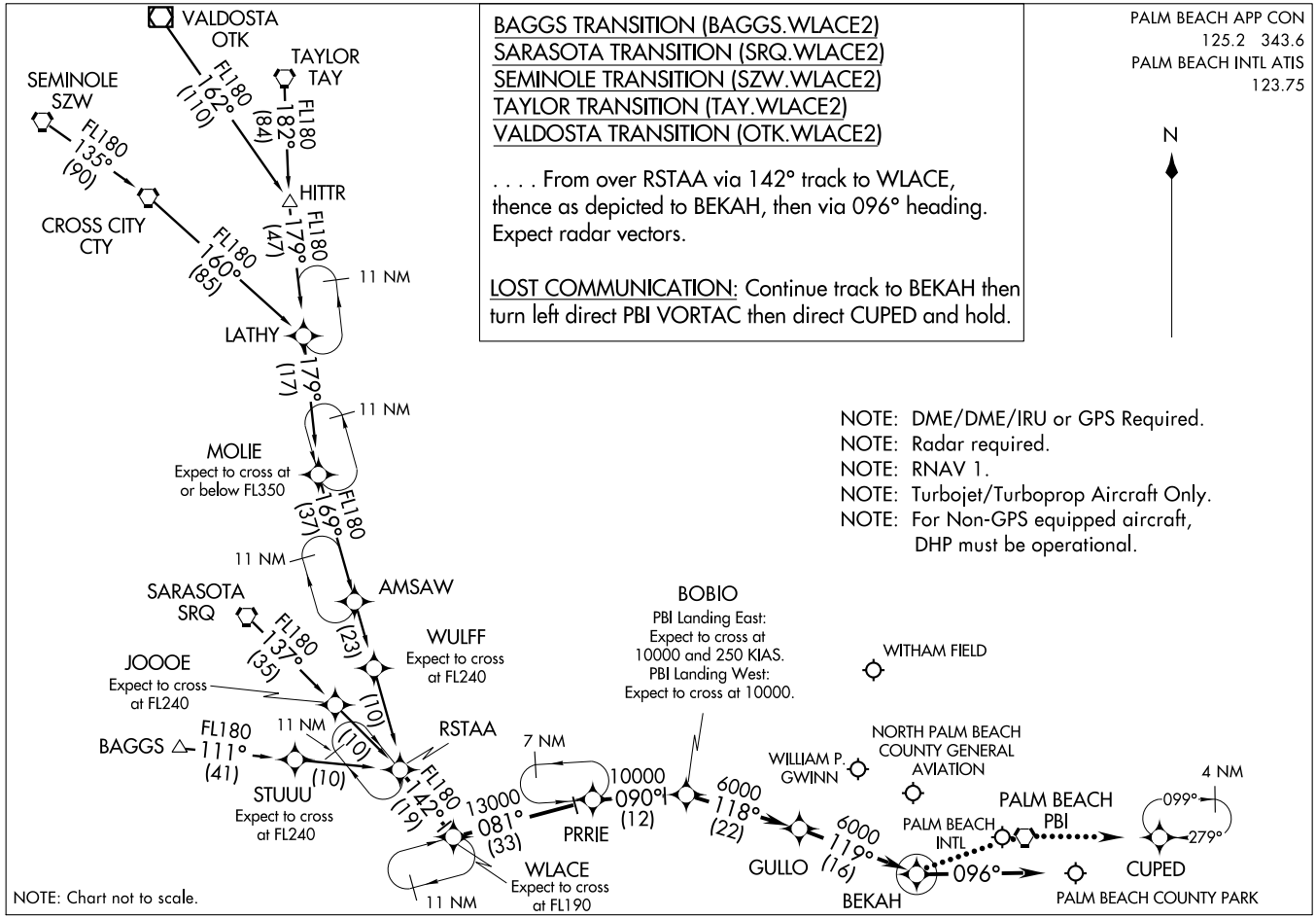
Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA



ST-449 (FAA)

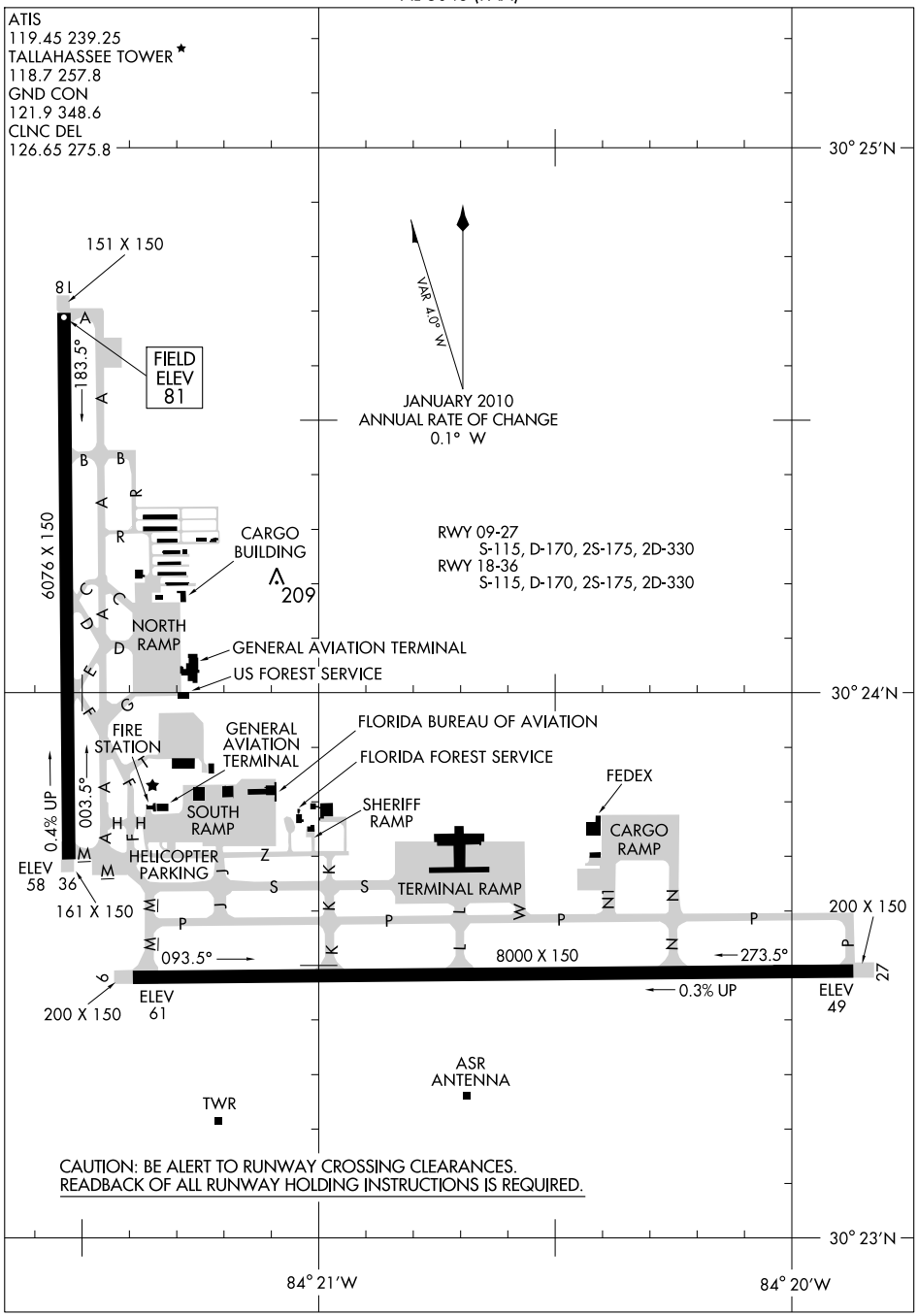
WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

AIRPORT DIAGRAM

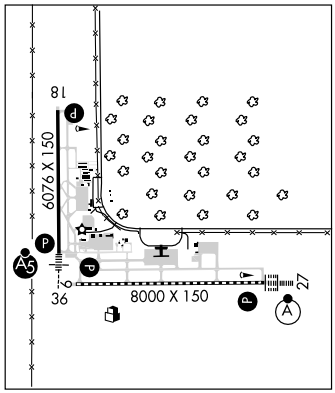
AL-5048 (FAA)



SE-3, 23 SEP 2010 to 21 OCT 2010

SUWANNEE CO (See LIVE OAK)

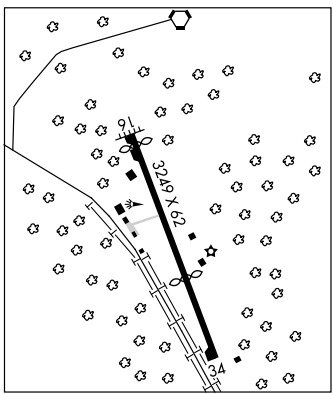
TALLAHASSEE RGNL (TLH) 4 SW UTC−5(−4DT) N30°23.79′ W84°21.02′ **JACKSONVILLE**
81 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index C NOTAM FILE TLH **H–8H, L–21D, 22I**
RWY 09–27: H8000X150 (ASPH–GRVD) S–115, D–170, 2S–175, 2D–330 HIRL CL **IAP, AD**
RWY 09: REIL. PAPI(P4L)—GS 3.0° TCH 57′.
RWY 27: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. 0.3% up.
RWY 18–36: H6076X150 (ASPH–GRVD) S–115, D–170, 2S–175, 2D–330 HIRL 0.4% up N
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Tree.
RWY 36: MALSR. PAPI(P4L).
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Profile of Rwy 09–27 restricts visibility from thld of 09 to thld of 27. Movement area of Twy Z begins at the intersection of Twy J and proceeds east to the intersection of Twy K; this twy is not used by air carrier ops. Asph between Twys J and M is for helicopter ops, Twy Z from Twy M to the ramp is open to acft with wingspan of 50′ or less. When twr clsd ACTIVATE HIRL Rwy 09–27, Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18, Rwy 36, MALSR Rwy 36 and REIL Rwy 09 and 18—CTAF. ALSF 2 Rwy 27 preset on medium ints.



WEATHER DATA SOURCES: ASOS (850) 576–3665.
COMMUNICATIONS: CTAF 118.7 **ATIS** 119.45 **UNICOM** 122.95
SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)
SEMINOLE RCO 122.4 122.2 (GAINESVILLE RADIO)
Ⓡ **APP/DEP CON** 128.7 (181°–360°) 135.8 (001°–180°) 133.85 (1100–0400Z‡)
JAX CENTER APP/DEP CON 128.625 (0400–1100Z‡)
TOWER 118.7 (1100–0400Z‡) **GND CON** 121.9 **CLNC DEL** 126.65
AIRSPACE: CLASS C svc 1100–0400Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 171° 9.6 NM to fld. 180/02E. **HIWAS.**
WAKUL NDB (HW/LOM) 379 TL N30°19.57′ W84°21.50′ 007° 4.2 NM to fld.
ILS 110.3 I–TLH Rwy 36. Class IB. LOM WAKUL NDB.
ILS 111.9 I–PLQ Rwy 27. Class IIE. (ILS unmonitored when twr clsd).
ASR (1100–0400Z‡)

TALLAHASSEE/HAVANA

TALLAHASSEE COMMERCIAL (68J) 8 NW UTC−5(−4DT) N30°32.84′ W84°22.43′ **JACKSONVILLE**
155 B NOTAM FILE GNV **L–21D, 22I**
RWY 16–34: H3249X62 (ASPH–TURF) S–12.5 RWY LGTS (NSTD) **IAP**
RWY 16: Thld dsplcd 253′. P–Line.
RWY 34: Dsplcd thld 1189′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. CLOSED due to pending arpt construction. Rwy 16 first 250′ CLOSED indef. Rwy 16–34 surface cracking. Rwy 16–34 has a 50′ asphalt center with a 6′ turf edge on each side. Rwy lgts 10 watt at 200′ intervals. Non–FAA approved low intensity lgts.



WEATHER DATA SOURCES: HIWAS 117.5 SZW.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)
Ⓡ **TALLAHASSEE APP/DEP CON** 128.7 (1100–0400Z‡)
JAX CENTER APP/DEP CON 128.625 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ at fld. 180/02E. **HIWAS.**

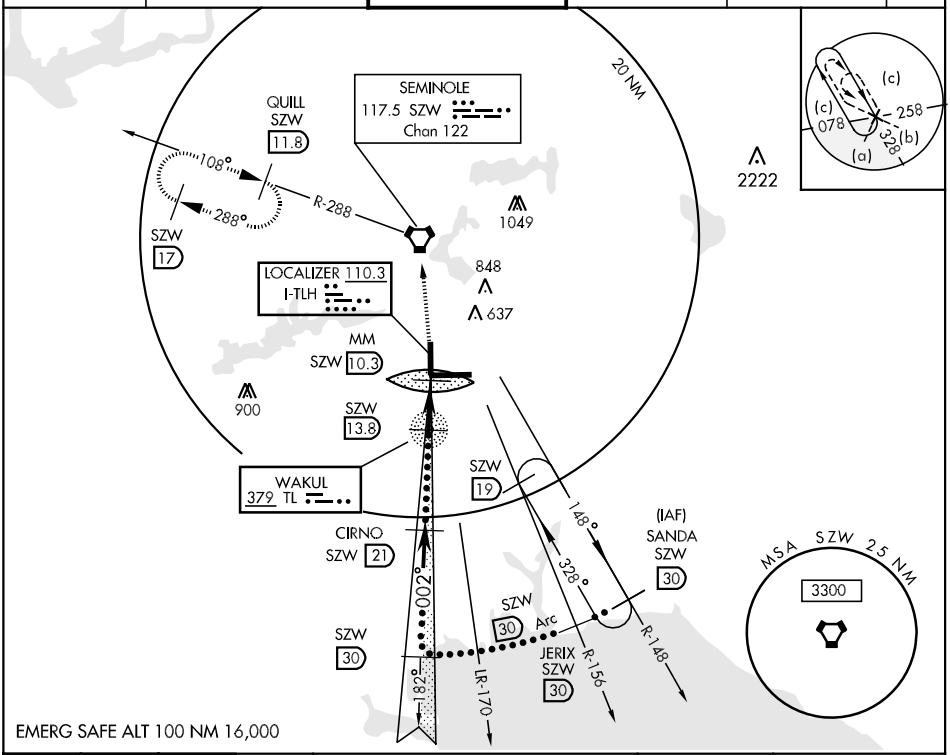
HI-ILS RWY 36

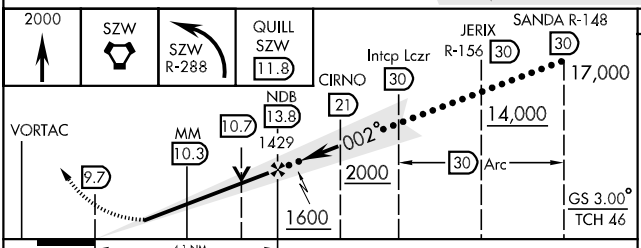
LOC I-TLH	APCH CRS	Rwy ldg 6076 / TDZE 64 / Arpt Elev 81	JAL-5048 [USAF]	TALLAHASSEE REGIONAL (KTLH)
110.3	002°			

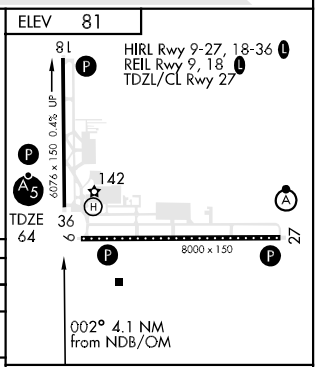
MALSR

MISSED APPROACH: To 2000 direct SZW VORTAC, left out R-288 to QUILL and hold.

ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	







CATEGORY	C	D	E
S-ILS 36	264/40 200 (200-¾)		
S-LOC 36	440/50 376 (400-1)	440/60 376 (400-1¼)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-VOR/DME or TACAN RWY 36

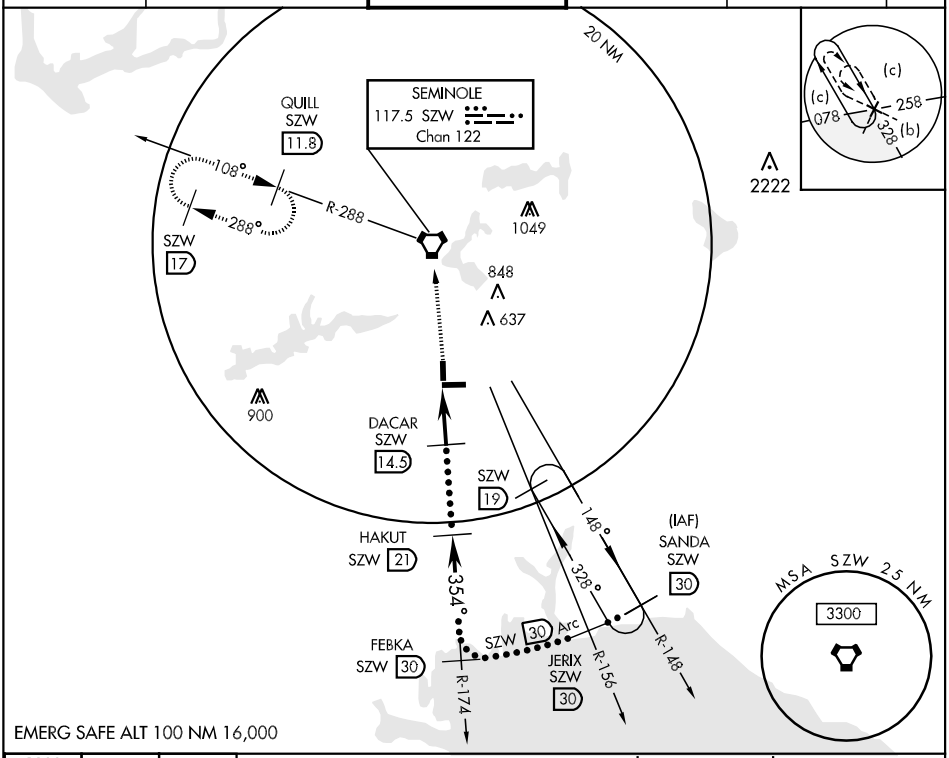
VORTAC SZW	APCH CRS	Rwy ldg 6076
117.5	354°	TDZE 64
Chan 122		Arpt Elev 81

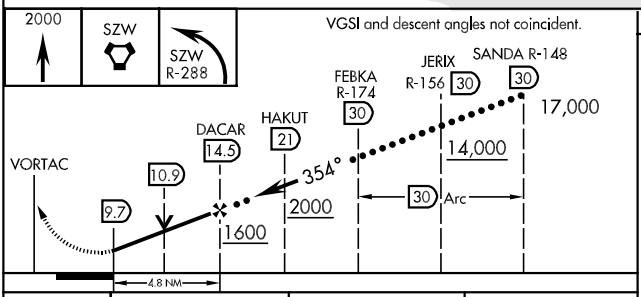
JAL-5048 [USAF] TALLAHASSEE REGIONAL (KTLH)

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

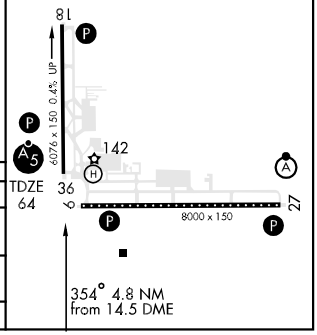
ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	





ELEV 81

HIRL Rwy 9-27, 18-36 L
REIL Rwy 9, 18 L
TDZ/CL Rwy 27



CATEGORY	C	D	E
S-36	500/60 436 (500-1¼)	500-1½ 436 (500-1½)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

HI-VOR/DME or TACAN RWY 36

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-TLH	APP CRS	Rwy Idg	6076
110.3	002°	TDZE	64
		Apt Elev	81

ILS or LOC/DME RWY 36

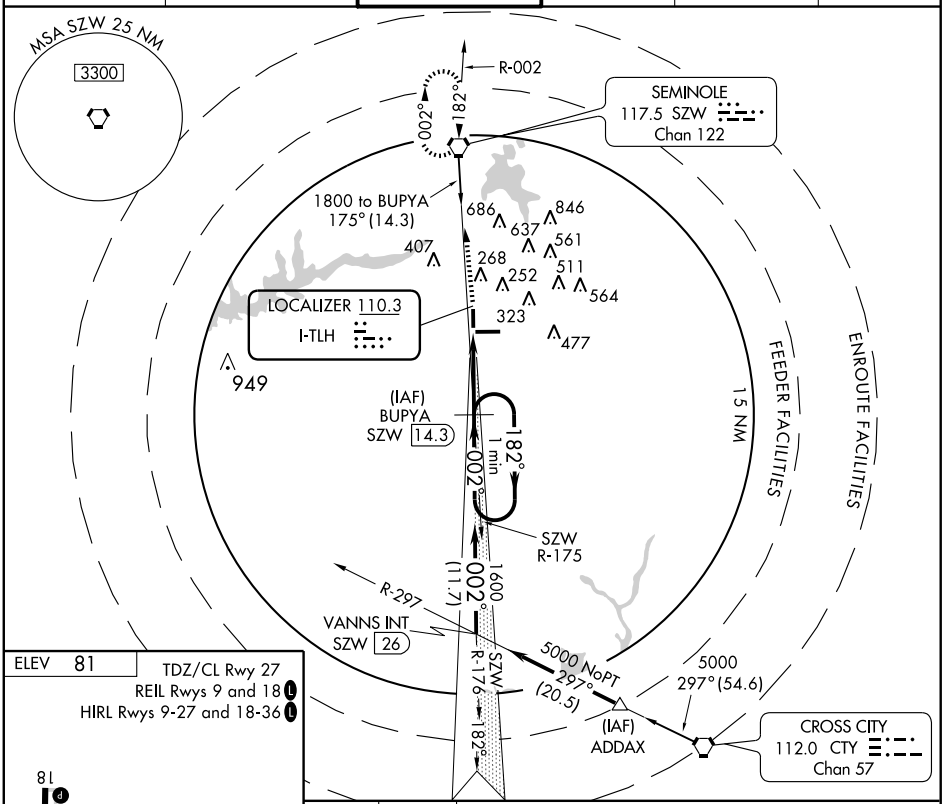
TALLAHASSEE RGNL (TLH)

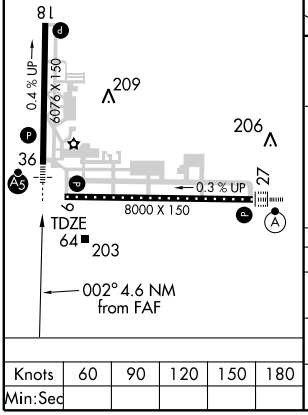
ASR — Simultaneous reception at I-TLH and SZW DME required. DME from SZW VORTAC. * RVR 1800 authorized with the use of of FD or AP or HUD to DA.

MALSR

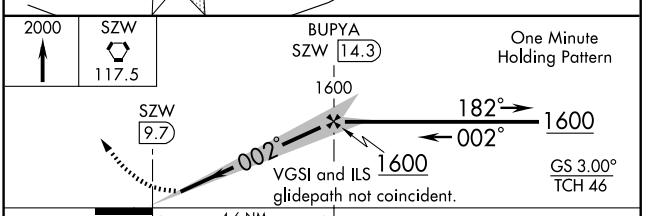
MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 36	* 264/24 200 (200-½)			
S-LOC 36	460/24 396 (400-½)			460/40 396 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

ILS or LOC RWY 27

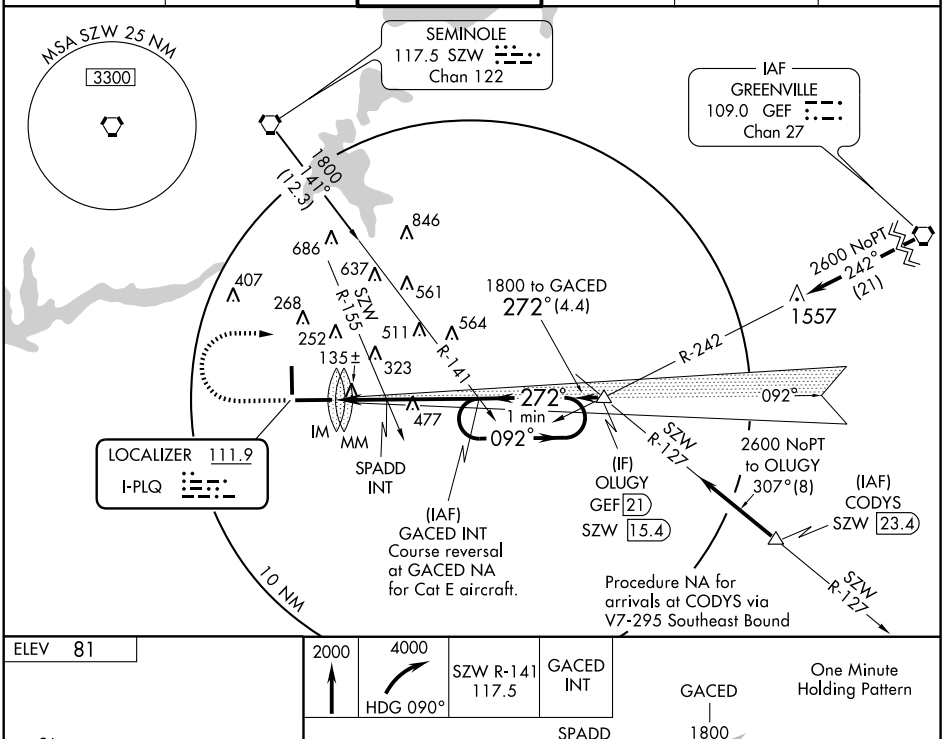
TALLAHASSEE RGNL (TLH)

ASR If local altimeter setting not received, use Bainbridge, GA altimeter setting and increase DA to 348 and all MDAs 100 feet. When ALS inoperative, increase visibility Cat E S-ILS ¼ mile, S-LOC ½ mile.

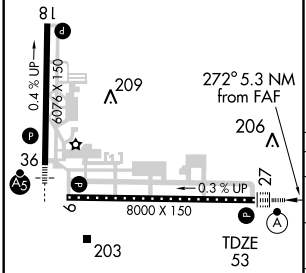
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



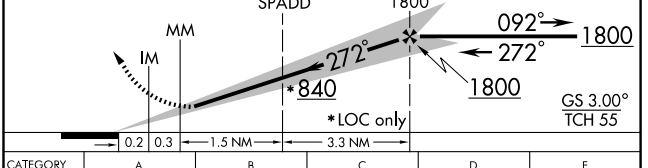
ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000	4000	SZW R-141 117.5	GACED INT
	HDG 090°		



CATEGORY	A	B	C	D	E
S-ILS 27	253/18 200 (200-½)				253/24 200 (200-½)
S-LOC 27	840/24 787 (800-½)	840/40 787 (800-¾)	840-1¾ 787 (800-1¾)	840-2 787 (800-2)	840-2¼ 787 (800-2¼)
CIRCLING	840-1 759 (800-1)	840-1¼ 759 (800-1¼)	840-2¼ 759 (800-2¼)	840-2½ 759 (800-2½)	1000-3 919 (1000-3)

SPADD INT MINIMUMS				
S-LOC 27	400/24 347 (400-½)		400/40	347 (400-¾)
CIRCLING	540-1 459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

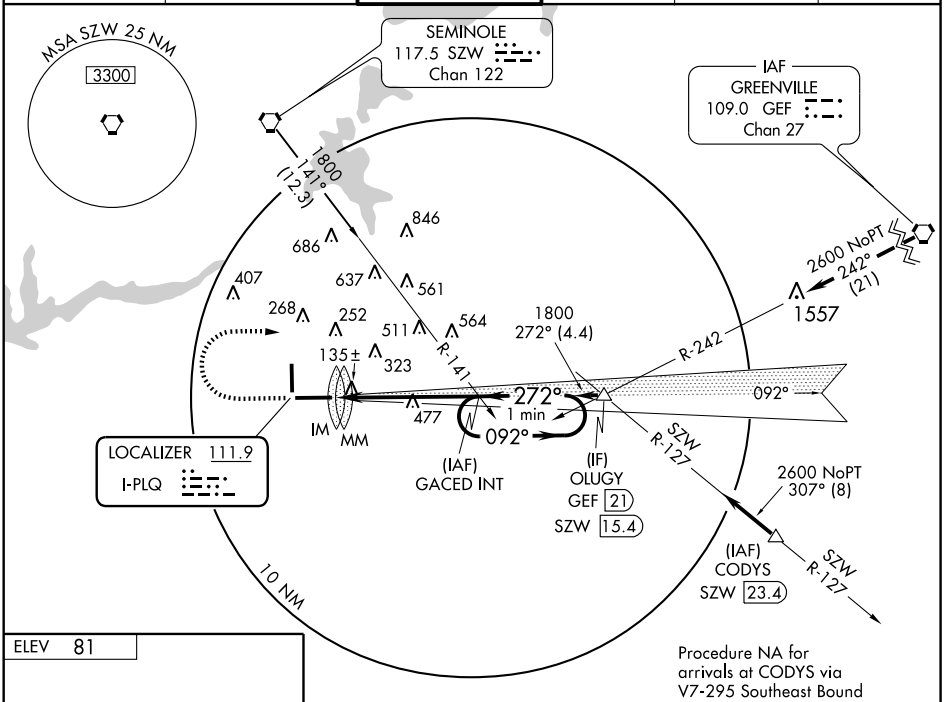
ILS RWY 27 (CAT II)
TALLAHASSEE RGNL (TLH)

S-ILS 27 not authorized when control tower closed.
S-ILS 27 not authorized when using Bainbridge, GA altimeter setting.
ASR

ALSF-2

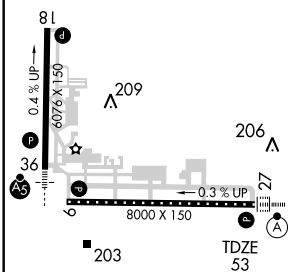
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

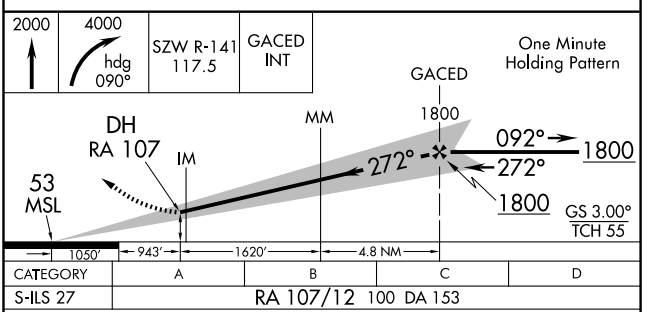
ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



Procedure NA for arrivals at CODYS via V7-295 Southeast Bound

ELEV 81





CATEGORY	A	B	C	D
S-ILS 27	RA 107/12 100 DA 153			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB TL	APP CRS	Rwy Idg	6076
379	003°	TDZE	64
		Apt Elev	81

NDB RWY 36

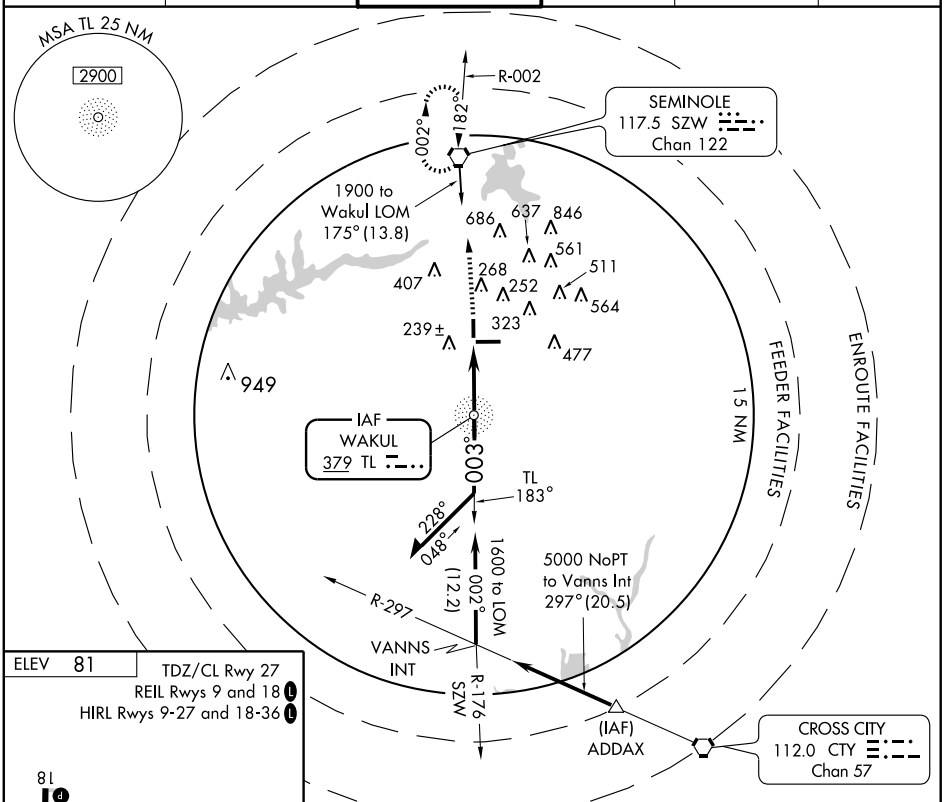
TALLAHASSEE RGNL (TLH)

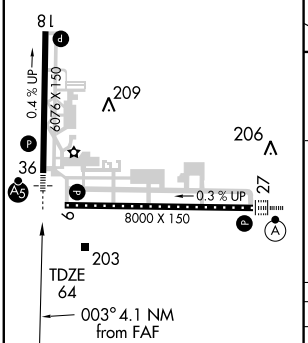
ASR — Inoperative table does not apply.

MALSR

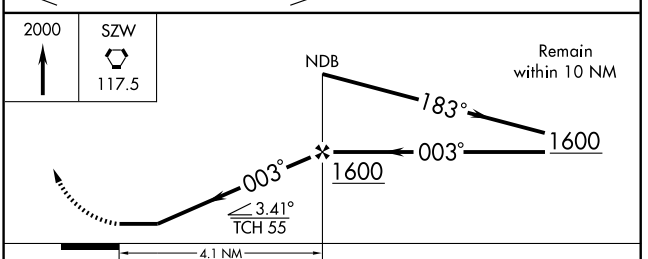
MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-36	540/50	476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8000
CH 45503	092°	TDZE	70
W09A		Apt Elev	81

RNAV (GPS) RWY 9

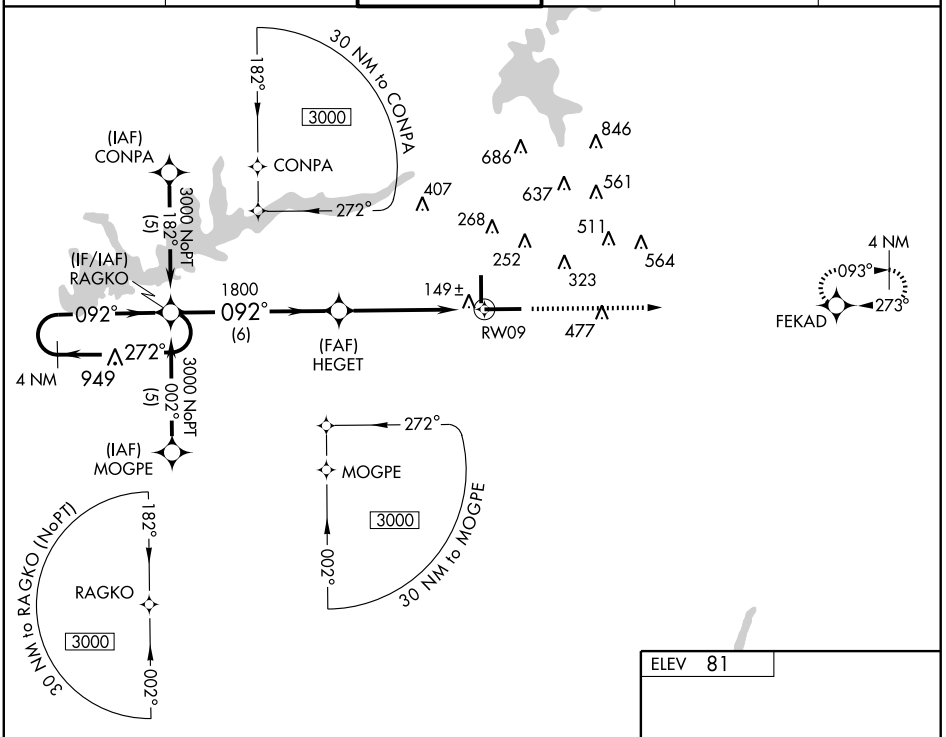
TALLAHASSEE RGNL (TLH)

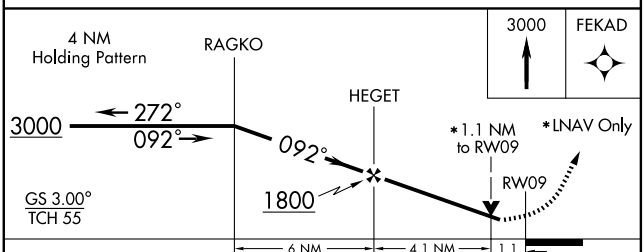
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

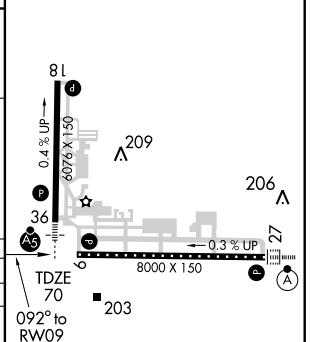
MISSED APPROACH: Climb to 3000 direct FEKAD and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	380-1 310 (300-1)			
LNAV/VNAV DA	420-1¼ 350 (400-1¼)			
LNAV MDA	460-1 390 (400-1)			460-1¼ 390 (400-1¼)
CIRCLING	540-1¼ 459 (500-1¼)		580-1½ 499 (500-1½)	640-2 559 (600-2)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6076
CH 65600	182°	TDZE	81
W18A		Apt Elev	81

RNAV (GPS) RWY 18

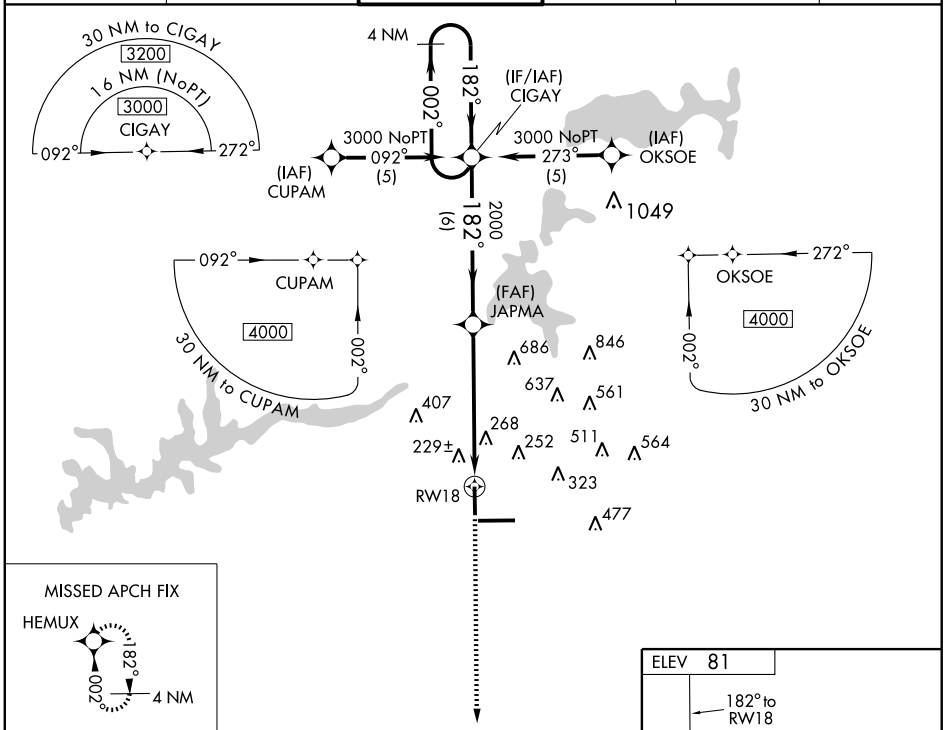
TALLAHASSEE RGNL (TLH)

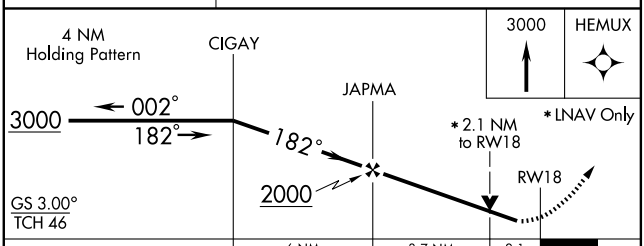
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

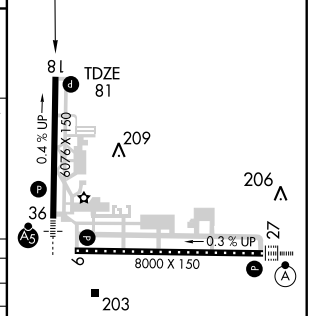
MISSED APPROACH: Climb to 3000 direct HEMUX and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	340-1 259 (300-1)			
LNAV/VNAV DA	520-1½ 439 (500-1½)			
LNAV MDA	800-1 719 (800-1)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)
CIRCLING	800-1½ 719 (800-1½)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8000
CH 97302	273°	TDZE	53
W27A		Apt Elev	81

RNAV (GPS) RWY 27
TALLAHASSEE RGNL (TLH)

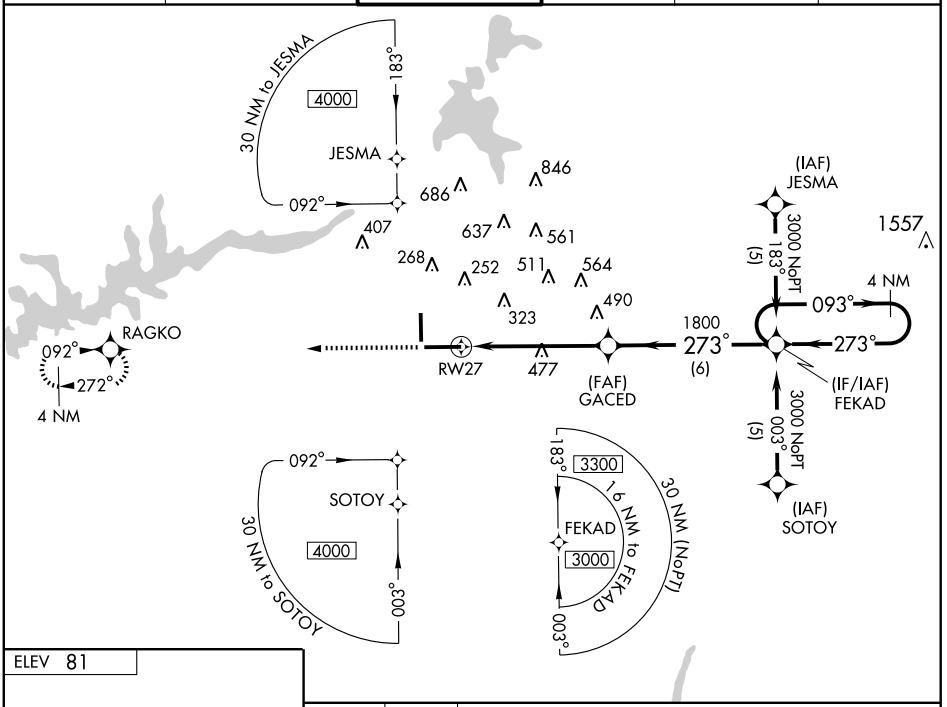
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

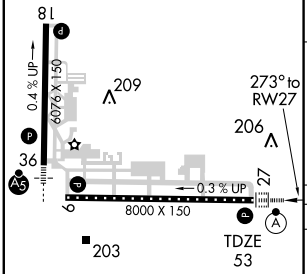
ALSF-2

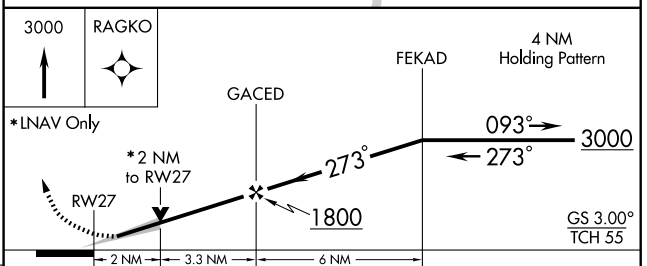
MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF)L 257.8	121.9 348.6	126.65 275.8	122.95



ELEV 81





CATEGORY	A	B	C	D
LPV DA	330/24 277 (300-½)			
LNAV/VNAV DA	460/50 407 (400-1)			
LNAV MDA	740/24 687 (700-½)		740-1½ 687 (700-1½)	740-1¾ 687 (700-1¾)
CIRCLING	740-1½ 659 (700-1½)		740-2 659 (700-2)	740-2¼ 659 (700-2¼)

TDZ/CL Rwy 27
REIL Rwys 9 and 18L
HIRL Rwys 9-27 and 18-36L

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6076
CH 60900	002°	TDZE	64
W36A		Apt Elev	81

RNAV (GPS) RWY 36

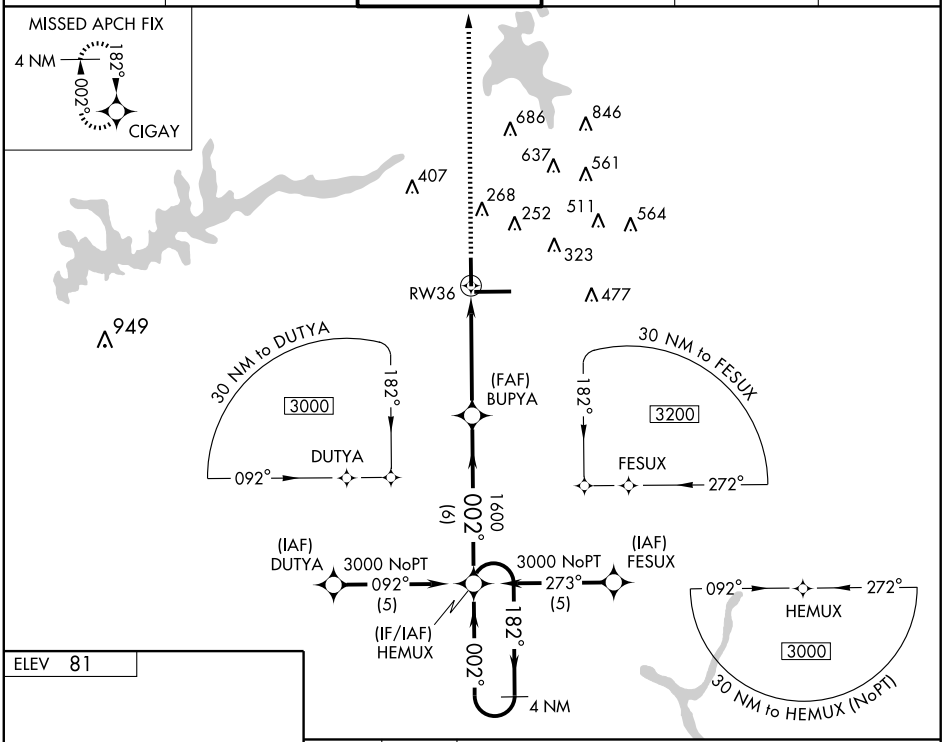
TALLAHASSEE RGNL (TLH)

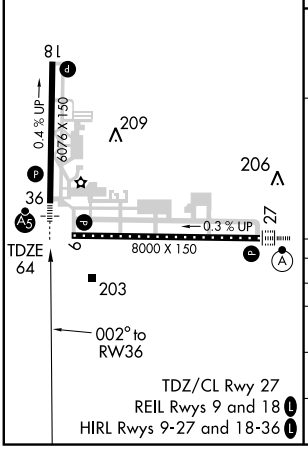
ASR For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

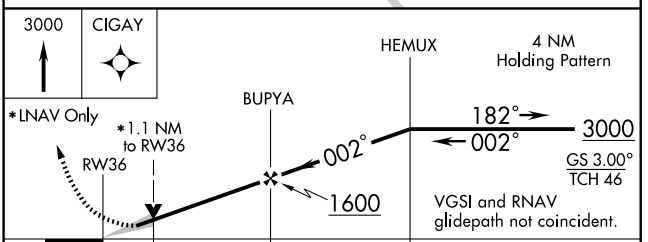
MALSR

MISSED APPROACH: Climb to 3000 direct CIGAY WP and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	320/24 256 (300-½)			
LNAV/VNAV DA	460/50 396 (400-1)			
LNAV MDA	460/24 396 (400-½)			460/50 396 (400-1)
CIRCLING	540-1½ 459 (500-1½)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SZW	APP CRS	Rwy Idg	6076
117.5	354°	TDZE	64
Chan 122		Apt Elev	81

VOR/DME or TACAN RWY 36

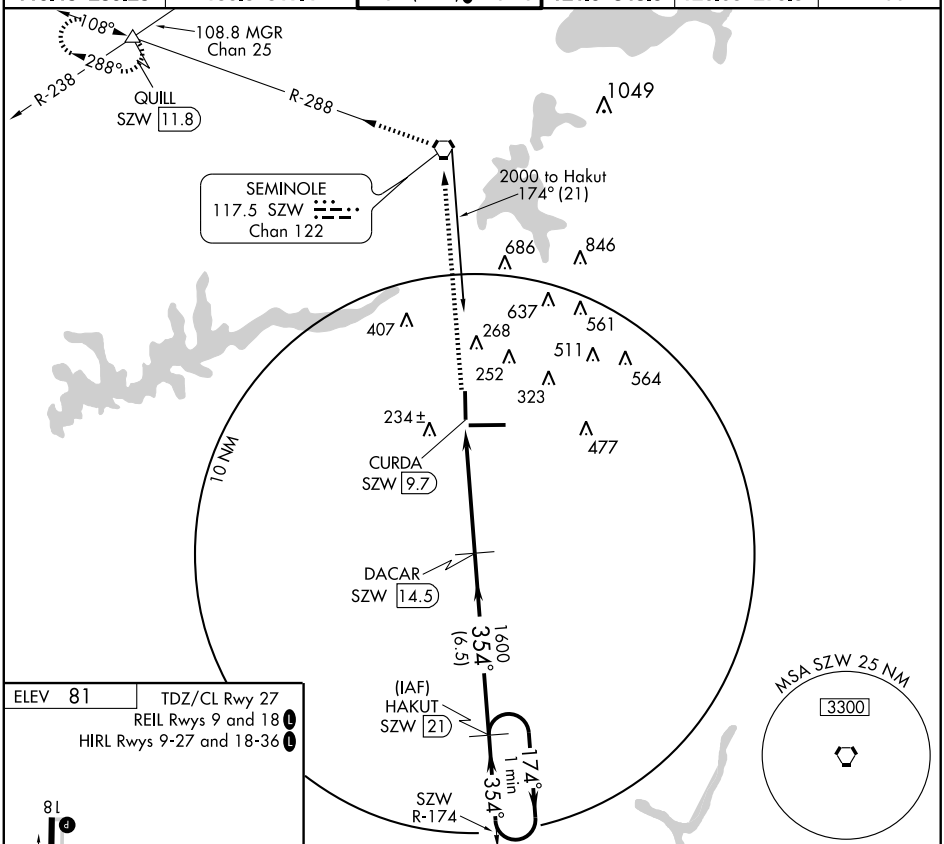
TALLAHASSEE RGNL (TLH)

ASR

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95

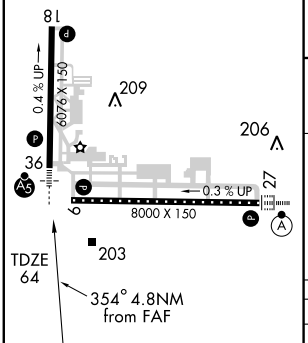


ELEV 81

TDZ/CL Rwy 27

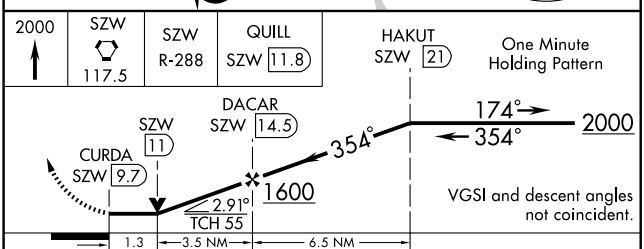
REIL Rwys 9 and 18 L

HIRL Rwys 9-27 and 18-36 L



Knots	60	90	120	150	180
Min:Sec					

2000	SZW 117.5	SZW R-288	QUILL SZW 11.8



CATEGORY	A	B	C	D	E
S-36	500/50 436 (500-1)		500/60 436 (500-1¼)	500-1½	436 (500-1½)
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg 6076 TDZE 81 Apt Elev 81

VOR RWY 18

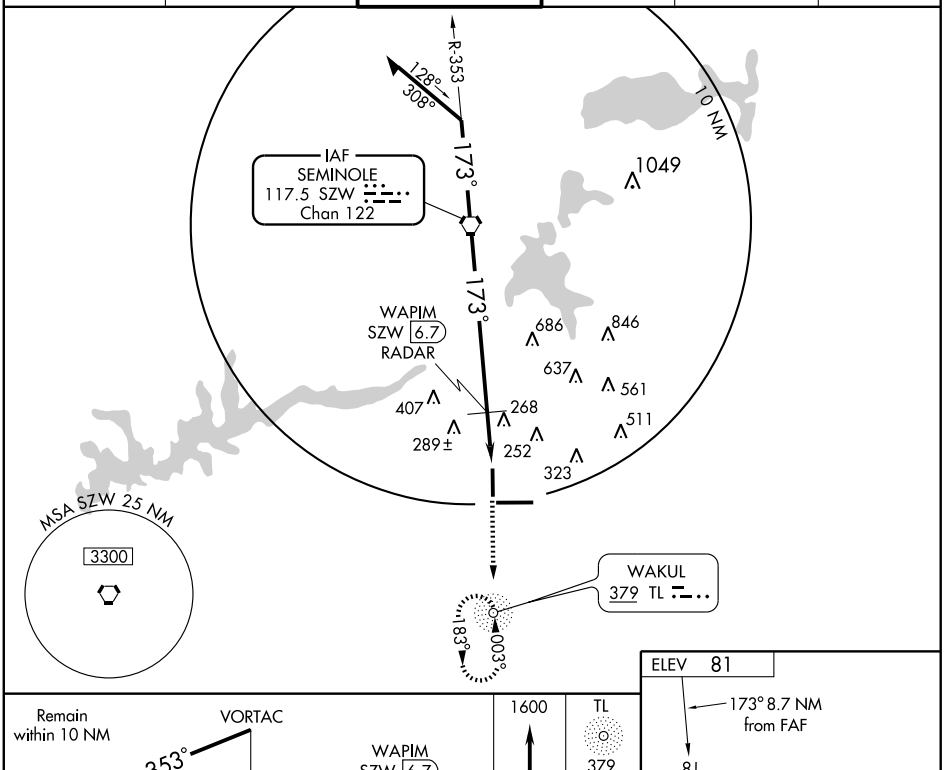
TALLAHASSEE RGNL (TLH)

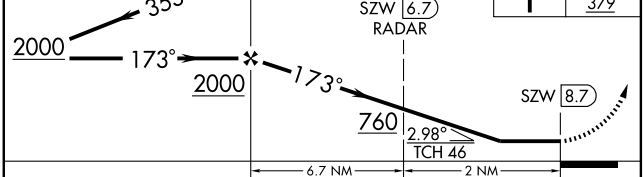
ASR

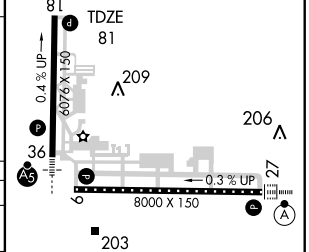
ADF REQUIRED

MISSED APPROACH: Climb to 1600 direct TL NDB and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D
S-18	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
CIRCLING	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
WAPIM FIX MINIMUMS				
S-18	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

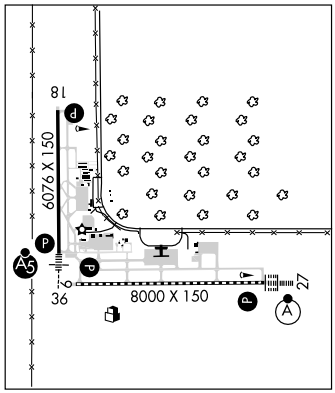
FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SUWANNEE CO (See LIVE OAK)

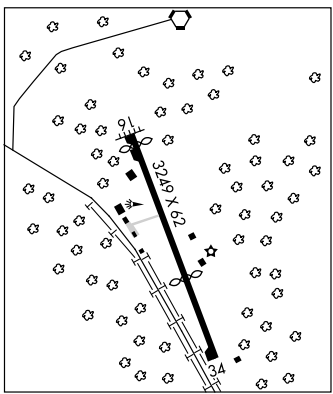
TALLAHASSEE RGNL (TLH) 4 SW UTC−5(−4DT) N30°23.79′ W84°21.02′ **JACKSONVILLE**
81 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index C NOTAM FILE TLH **H–8H, L–21D, 22I**
RWY 09–27: H8000X150 (ASPH–GRVD) S–115, D–170, 2S–175, 2D–330 HIRL CL **IAP, AD**
RWY 09: REIL. PAPI(P4L)—GS 3.0° TCH 57′.
RWY 27: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. 0.3% up.
RWY 18–36: H6076X150 (ASPH–GRVD) S–115, D–170, 2S–175, 2D–330 HIRL 0.4% up N
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Tree.
RWY 36: MALSR. PAPI(P4L).
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Profile of Rwy 09–27 restricts visibility from thld of 09 to thld of 27. Movement area of Twy Z begins at the intersection of Twy J and proceeds east to the intersection of Twy K; this twy is not used by air carrier ops. Asph between Twys J and M is for helicopter ops, Twy Z from Twy M to the ramp is open to acft with wingspan of 50′ or less. When twr clsd ACTIVATE HIRL Rwy 09–27, Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18, Rwy 36, MALSR Rwy 36 and REIL Rwy 09 and 18—CTAF. ALSF 2 Rwy 27 preset on medium ints.



WEATHER DATA SOURCES: ASOS (850) 576–3665.
COMMUNICATIONS: CTAF 118.7 **ATIS** 119.45 **UNICOM** 122.95
SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)
SEMINOLE RCO 122.4 122.2 (GAINESVILLE RADIO)
Ⓡ **APP/DEP CON** 128.7 (181°–360°) 135.8 (001°–180°) 133.85 (1100–0400Z‡)
JAX CENTER APP/DEP CON 128.625 (0400–1100Z‡)
TOWER 118.7 (1100–0400Z‡) **GND CON** 121.9 **CLNC DEL** 126.65
AIRSPACE: CLASS C svc 1100–0400Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ 171° 9.6 NM to fld. 180/02E. **HIWAS.**
WAKUL NDB (HW/LOM) 379 TL N30°19.57′ W84°21.50′ 007° 4.2 NM to fld.
ILS 110.3 I–TLH Rwy 36. Class IB. LOM WAKUL NDB.
ILS 111.9 I–PLQ Rwy 27. Class IIE. (ILS unmonitored when twr clsd).
ASR (1100–0400Z‡)

TALLAHASSEE/HAVANA

TALLAHASSEE COMMERCIAL (68J) 8 NW UTC−5(−4DT) N30°32.84′ W84°22.43′ **JACKSONVILLE**
155 B NOTAM FILE GNV **L–21D, 22I**
RWY 16–34: H3249X62 (ASPH–TURF) S–12.5 RWY LGTS (NSTD) **IAP**
RWY 16: Thld dsplcd 253′. P–Line.
RWY 34: Dsplcd thld 1189′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. CLOSED due to pending arpt construction. Rwy 16 first 250′ CLOSED indef. Rwy 16–34 surface cracking. Rwy 16–34 has a 50′ asphalt center with a 6′ turf edge on each side. Rwy lgts 10 watt at 200′ intervals. Non–FAA approved low intensity lgts.



WEATHER DATA SOURCES: HIWAS 117.5 SZW.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEMINOLE RCO 122.1R 117.5T (GAINESVILLE RADIO)
Ⓡ **TALLAHASSEE APP/DEP CON** 128.7 (1100–0400Z‡)
JAX CENTER APP/DEP CON 128.625 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE TLH.
SEMINOLE (H) VORTAC 117.5 SZW Chan 122 N30°33.37′ W84°22.44′ at fld. 180/02E. **HIWAS.**

RNAV (GPS) RWY 16

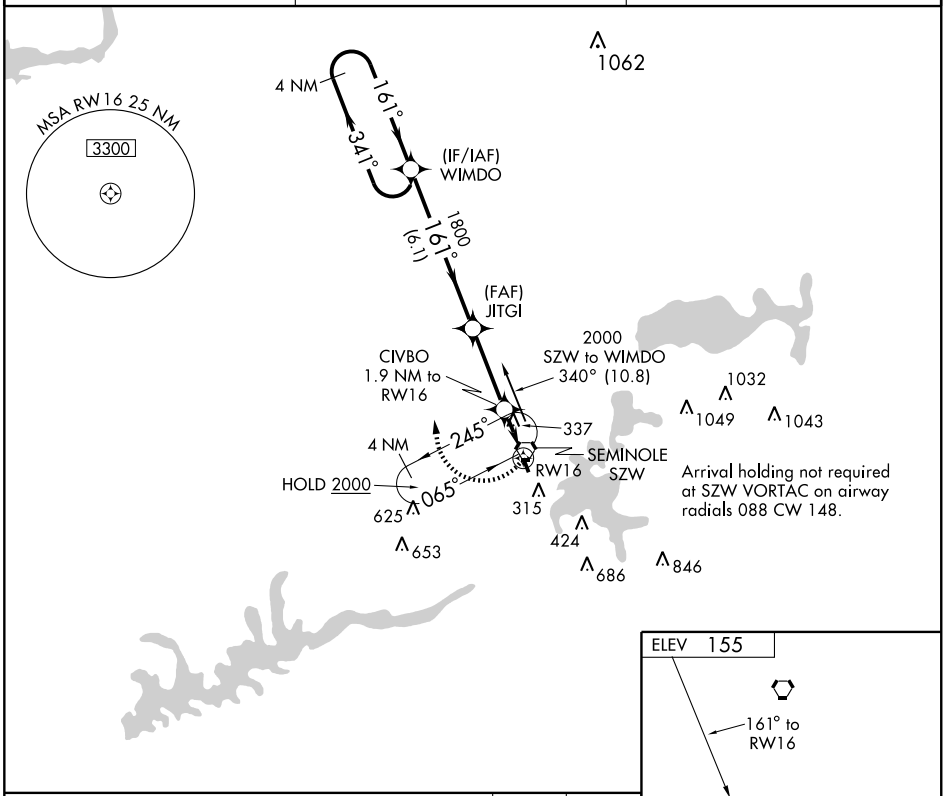
TALLAHASSEE COMMERCIAL (68J)

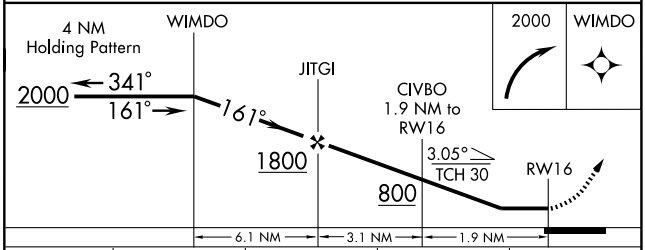
APP CRS	Rwy ldg	2996
161°	TDZE	155
	Apt Elev	155

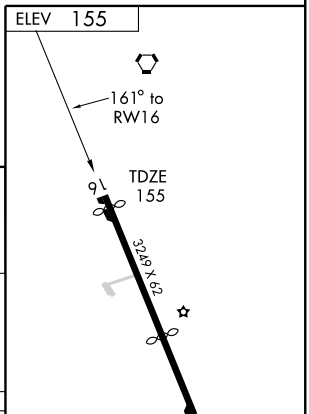
T NA Use Tallahassee Rngl altimeter setting; when not received, use Bainbridge GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct WIMDO and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	620-1 465 (500-1)		NA	
CIRCLING	680-1 525 (600-1)		NA	

LIRL Rwy 16-34

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy ldg N/A TDZE N/A Apt Elev 155

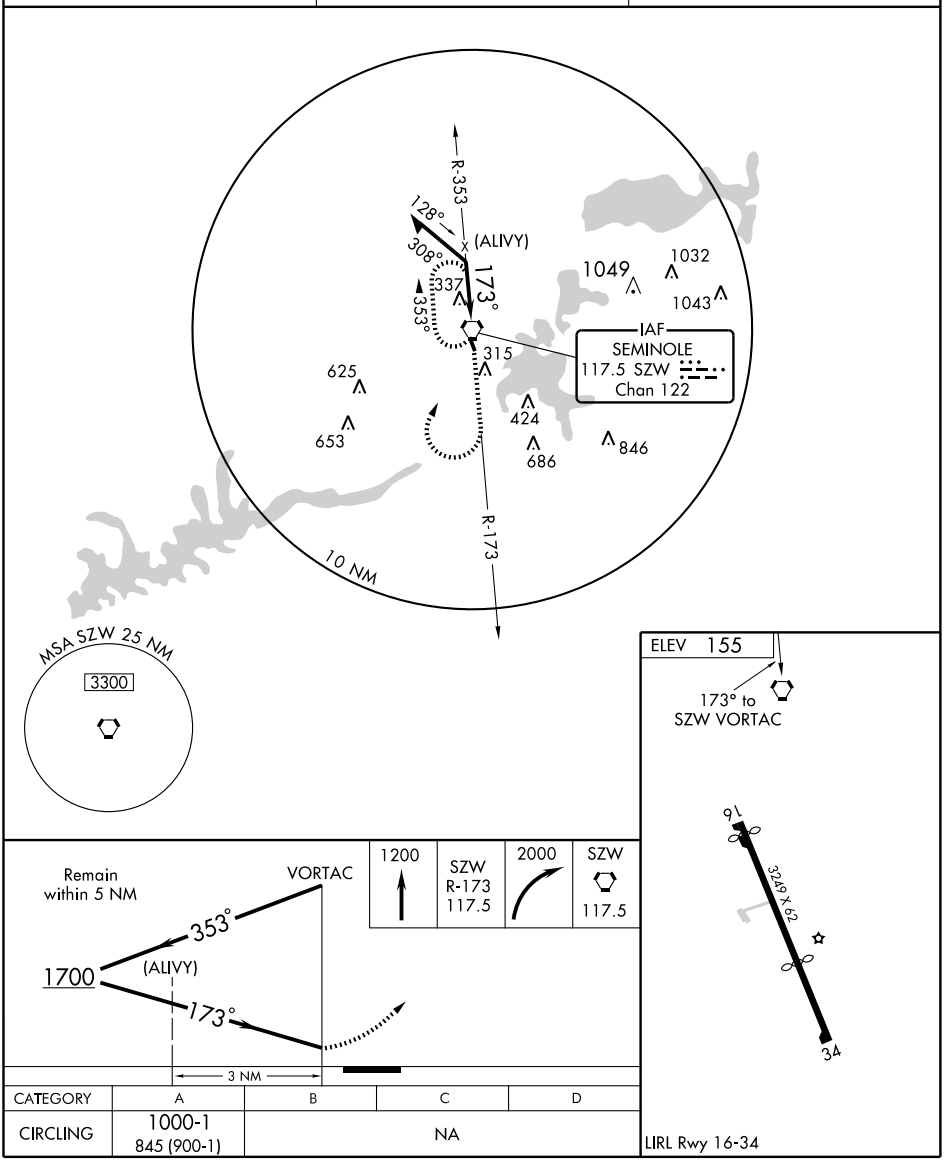
VOR or GPS-A

TALLAHASSEE COMMERCIAL (68J)

NA — Use Tallahassee altimeter setting.

MISSED APPROACH: Climb to 1200 via SZW R-173 then climbing right turn to 2000 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)

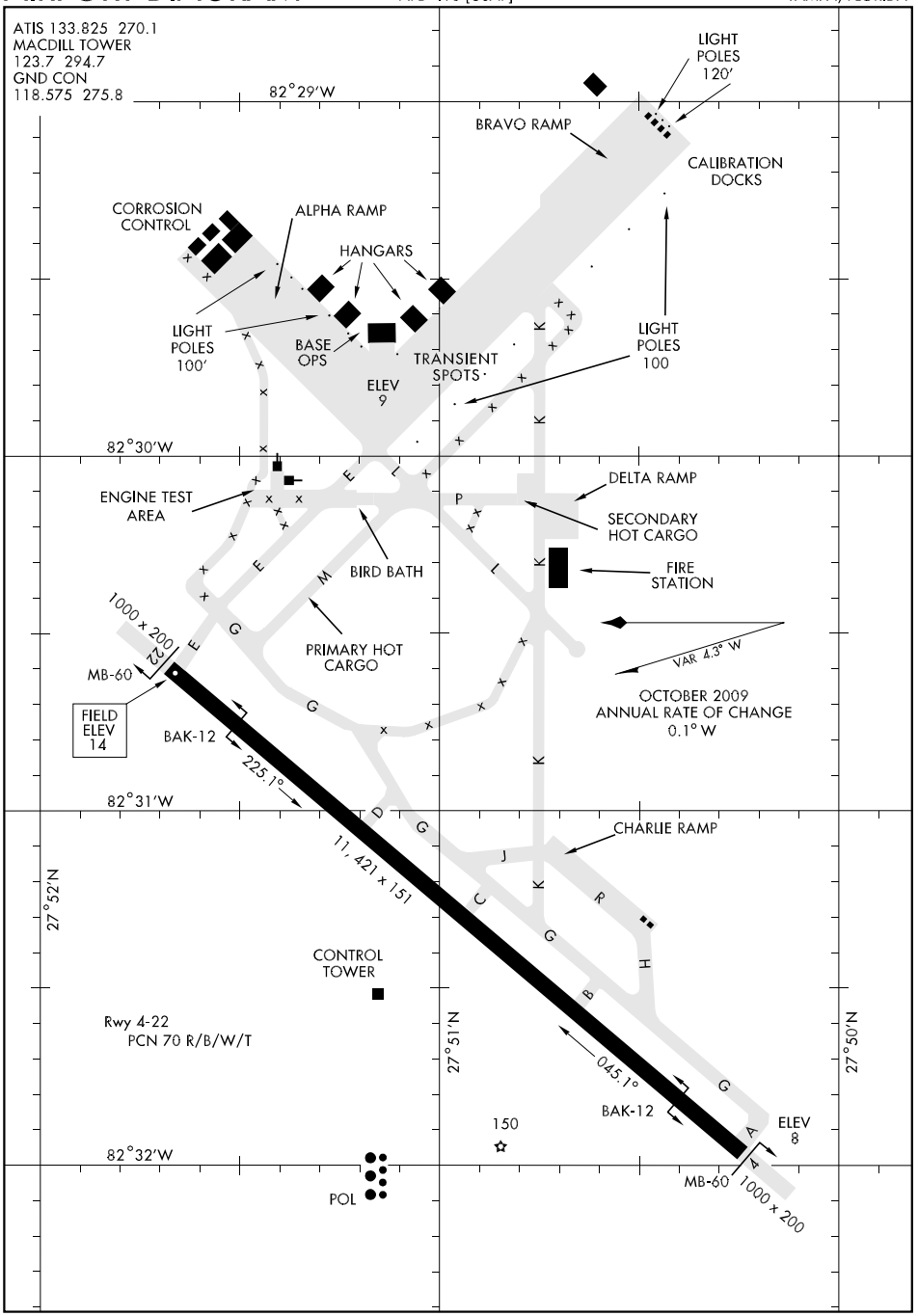


CATEGORY	A	B	C	D
CIRCLING	1000-1 845 (900-1)	NA		

LIRL Rwy 16-34

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LUUCE N27°29.82′ W80°28.48′ NOTAM FILE FPR. MIAMI
NDB (LOM) 338 FJ 094° 5.4 NM to St Lucie Co Intl. L–24F

LYNNE N30°19.60′ W85°46.94′ NOTAM FILE PFN. NEW ORLEANS
NDB (LOM) 278 PF 143° 8.6 NM to Panama City–Bay Co Intl.

MACDILL AFB (MCF)(KMCF) AF (A) 4 S UTC−5(−4DT) N27°50.96′ W82°31.27′ MIAMI
14 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE PIE Not insp. H–8H, L–21D, 24F
RWY 04–22: H11421X151 (ASPH) PCN 70 R/B/W/T HIRL DIAP, AD
RWY 04: ALSF1. PAPI(P4L). **RWY 22:** ALSF1. PAPI(P4L).
ARRESTING GEAR/SYSTEM
RWY 04 ← HOOK MB60 (35′ OVRN) HOOK BAK–12B(B) (1338′)
HOOK BAK–12B(B) (1397′) HOOK MB60 (34′OVRN) → **RWY 22**
MILITARY SERVICE: LGT NSTD ALS Rwy 22. Rwy 04 PAPI and ILS runway point of intercept not coincidental. Rwy 04–22 PAPI set for height group 3.
A–GEAR Normal BAK–12B configuration, both ends in up/raised position. BAK–12B extension.
JASU (A/M32A–86) (AM32–95) (M32A–60) **FUEL** J8 **FLUID** LPOX LOX **TRAN ALERT** Opr 1100–0300Z‡. Fleet svc avbl, prior notice required. Limited tran parking for tactical acft; expect svc delay for tactical acft. Unable to svc acft with ordnance. Tran Alert is contract maintenance, all tran acft must land by 0230Z‡.
MILITARY REMARKS: Opr 1100–0400Z‡. See FLIP AP/1 Flight Hazard (Florida—R2901) and Supplementary Arpt Remarks and after burner procedures. **RSTD** Avoid overflight of the St. Petersburg land mass by at least 1.5 NM. PPR. Ctc Base OPS DSN 968–2929/2350, C813–828–2350/2929, for PPR number, for svc and other restrictions. PPR issued up to 7 days prior to arrival. PPR number good for request day only. Coordination of PPR outside of block time by telephone is required, or PPR number will be considered cancel except for VIP acft. All acft must adhere to PPR +/− 1 hr or PPR is invalid, exc for VIP acft. All Distinguished Visitor acft and all transient acft must ctc MacDill Cmd Post on 311.0 or DSN 968–4361/4362 (C813–828–4361) 60 min, but no later than 30 min prior to arr with all Distinguished Visitor codes, customs information and Space–A passenger information. PPR number good for req day only. Acft opr restricted during Bird Watch Condition Moderate (tkf or ldg permission only when dep and arr route avoid identification bird activity. No local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc ATIS, Twr, Comd Post, or Base OPS for current Bird Watch Conditions. Wing approve arr/dep only during closure time. No multiple IFR/VFR apchs for tran acft after 0300Z‡. **CAUTION** Bird hazard. Expect heavy bird activity (Phase II Condition) from Nov 1–Feb 28. During Phase II Bash period, 24 hr bird watch alert in effect. See FLIP AP/1 Supplementary Arpt Remarks for bird hazard information. On instrument apch to MacDill AFB Rwy 22, use caution during overflight of Peter O. Knight Arpt due to light acft traffic below apch leg 4 NM NE. Commercial acft cross apch to MacDill AFB enroute to Tampa Intl Arpt at and abv 2600′. For VFR apch to Rwy 22 keep entry leg over water. On instrument apch to Rwy 04, use caution during overflight of Albert Whitted Arpt due to lgt traffic below apch leg 6 NM SW. Maintain rwy and twy centerline when exiting rwy. All acft making 180° turns on rwy, use hammerheads last 1,000′ at each end. KC–10, C–5 and similar acft use caution when turning from Twy D onto Twy G southbound. Turn is approximately 120° and has no fillets. Recommend alternate taxi route or continue to end of rwy if possible. Uncontrolled VFR tfc in vicinity of KMCF below 1200′. NSTD overrun marking MacDill AFB on both ends. Official weather observation point is East–Southeast. Observation may not always be reports of conditions over the rwy or at either apch end. Full weather avbl 23/7; weather ctc DSN 968–4405/2854/2035; other times DSN 965–0939 thru 0934. Birdbath between Twy M and Twy E not for towing/taxiing acft. Birdbath only used for P–3, C–130, E–3A, KC–135 and B–737 acft, no fighters or helicopters. **TFC PAT** TPA—Rectangular 1100(1086) overhead 1600(1586). During VFR conditions tkf and touch and go acft maintain 1100′ until dep end of rwy. **CSTMS/AG/IMG** CSTMS/AG/IMG See FLIP AP/1. **MISC** Winds are estimated to FMQ–13 wind sensors being accurate to within only +/− 4 knots. ATC/Weather will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a +/− 4 knot accuracy into their decision making process for flying opr. First 1000′ Rwy–22 concrete, middle 9420′ asphalt. RVR Rwy 22 may not be reliable due sensor location. Class B Airspace svc automatically terminates when acft is instructed to ctc twr. Weather ctc DSN 968–4405/2854/2035. Automated wx information, DSN 968–2627. Wx station opr hr 1100–0400Z‡. AWOS in use. Tran aircrews may ctc 26 OWS for wx brief, DSN 781–4775 C318–456–4775. When possible, provide 2 hr advance notice for all required briefings. Acft should be at taxi speed prior to 3500′ remaining. When NVD ops are in effect, ctc twr 10 min prior to arrival or departure for afld lgt adjustment. For info ctc DSN 968–2120/4822. NOTE: See Special Notices—Airspace delegated to MACDILL AFB.

CONTINUED ON NEXT PAGE

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COMMUNICATIONS: SFA **ATIS** 133.825 270.1 **PTD** 372.2

Ⓡ **TAMPA APP CON** 124.95 354.0

TOWER 123.7 294.7 (1100–0400Z‡) **GND CON** 118.575 275.8

Ⓡ **TAMPA DEP CON** 119.9 290.3 (Rwy 04) 119.65 353.575 (Rwy 22)

6 AMW COMD POST (LIGHTING OPS) 311.0 321.0 **PMSV METRO** 344.6

AG See Global HF Systems listing in Flight Information Handbook.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCF.

(L) TACAN Chan 47 MCF (111.0) N27°51.68′ W82°30.81′ at fld. 14/4W. MP Fri 1200–1500Z‡. TACAN azimuth and DME unusable 261°–279° byd 10 NM blo 5,000′.

ILS 109.5 I–MCF Rwy 04. Course line is offset 2.9° to SE, rwy heading is 045°. MP Tue–Wed 1200–1500Z‡.

ILS 111.7 I–GBZ Rwy 22. Course line is offset 2.7° to NE, rwy heading is 225°. MP Tue–Wed 1200–1500Z‡.

COMM/NAV/WEATHER REMARKS: MacDill surveillance radar provided by Tampa.

MARATHON

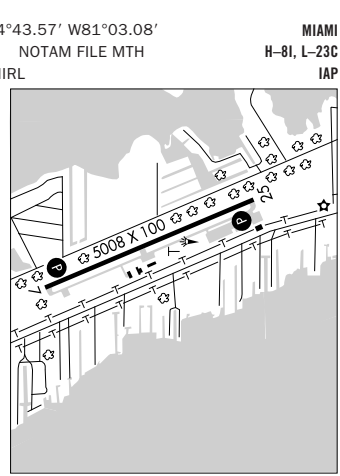
THE FLORIDA KEYS MARATHON (MTH) 3 E UTC−5(−4DT) N24°43.57′ W81°03.08′ **MIAMI**

5 B S2 **FUEL** 100LL, JET A1 + LRA Class I, ARFF Index A NOTAM FILE MTH **H–8I, L–23C**

RWY 07–25: H5008X100 (ASPH–GRVD) S–75, D–129, 2D–191 MIRL **IAP**

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 25: PAPI(P4L)—GA 3.0° TCH 25′. Antenna.



AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel after hrs call 305–743–4222 or 305–481–7615. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats or wing spans greater than 79 ft, call aprt manager 305–289–6060. 24 hr PPR for acft exceeding rwy weight bearing capacity; call arpt manager 305–289–6060. MIRL Rwy 07–25 preset low ints; increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25 and REIL Rwy 07—CTAF. Arpt restricted to all acft with a wing overhang of more than 38.5 ft. Extremely noise sensitive area. Use NBAA close in noise abatement procedures. Local ordinance rqr engine runups in designated areas on commercial ramp or FBO ramps from 0400–1200Z‡ and fines. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 135.525 (305) 743–8373.

COMMUNICATIONS: CTAF/UNICOM 122.8

MIAMI CENTER APP/DEP CON 133.5

MARATHON RCO 122.6 (MIAMI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE EYW.

KEY WEST (H) VORTAC 113.5 EYW Chan 82 N24°35.15′ W81°48.03′ 077° 41.8 NM to fld. 10/01E. **HIWAS.**

MARATHON NDB (HW) 260 MTH N24°42.71′ W81°05.72′ 074° 2.5NM to fld. NOTAM FILE MTH.

MARATHON N24°42.71′ W81°05.72′ NOTAM FILE MTH. **MIAMI**

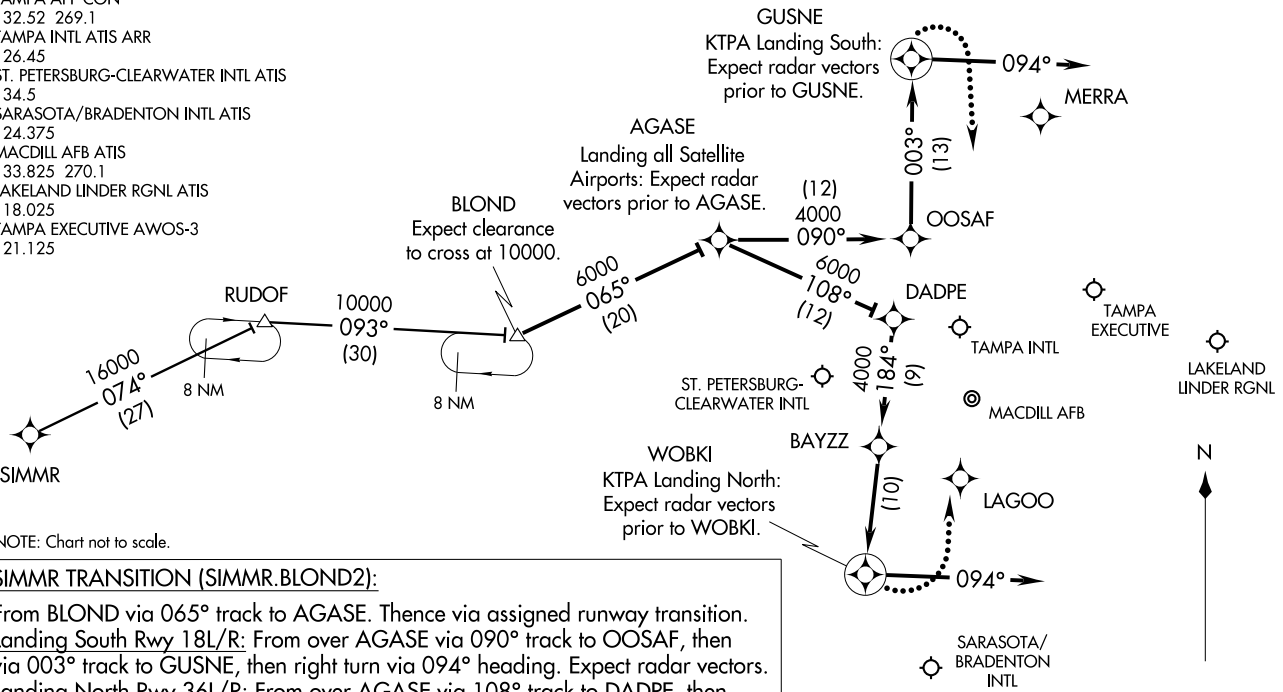
NDB (HW) 260 MTH 074° 2.6 NM to The Florida Keys Marathon. **H–8I, L–23C**

RCO 122.6 (MIAMI RADIO) at The Florida Keys Marathon.

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

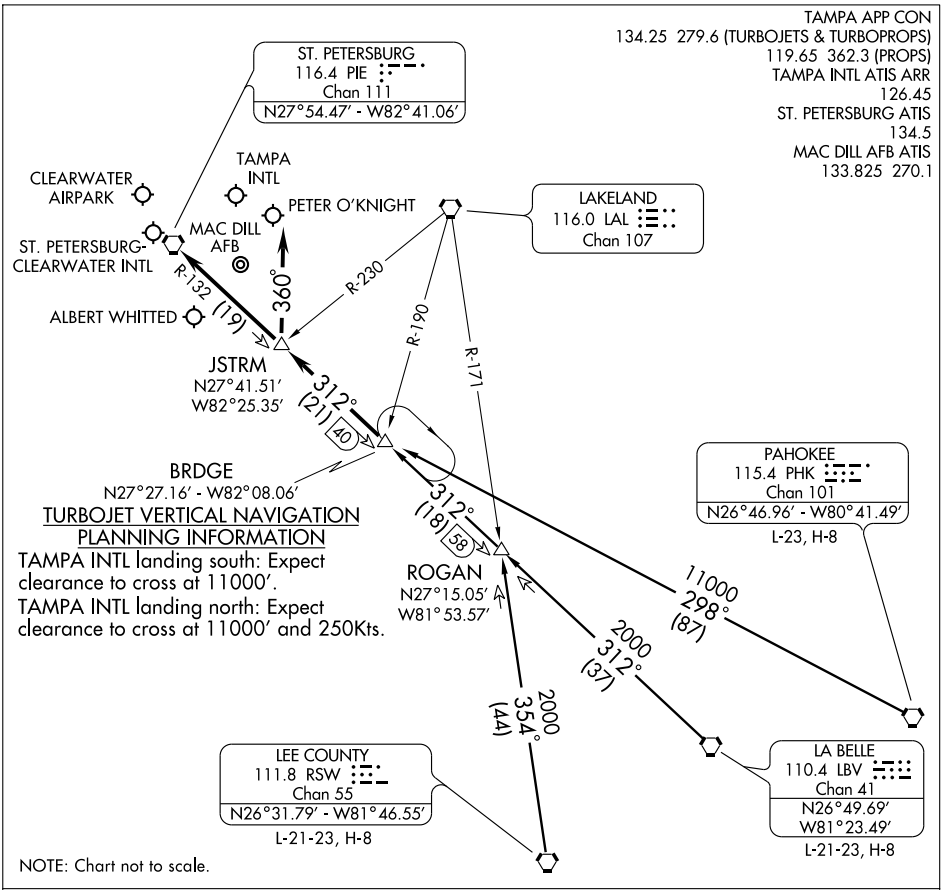
NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

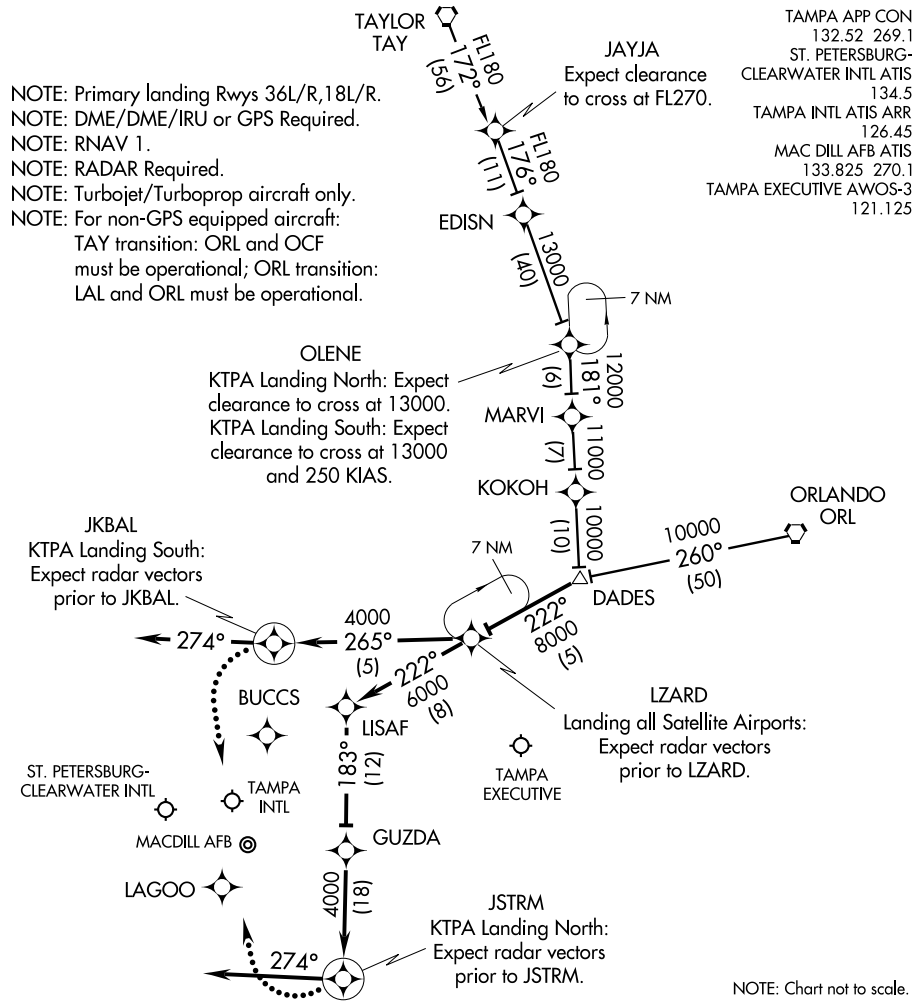
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

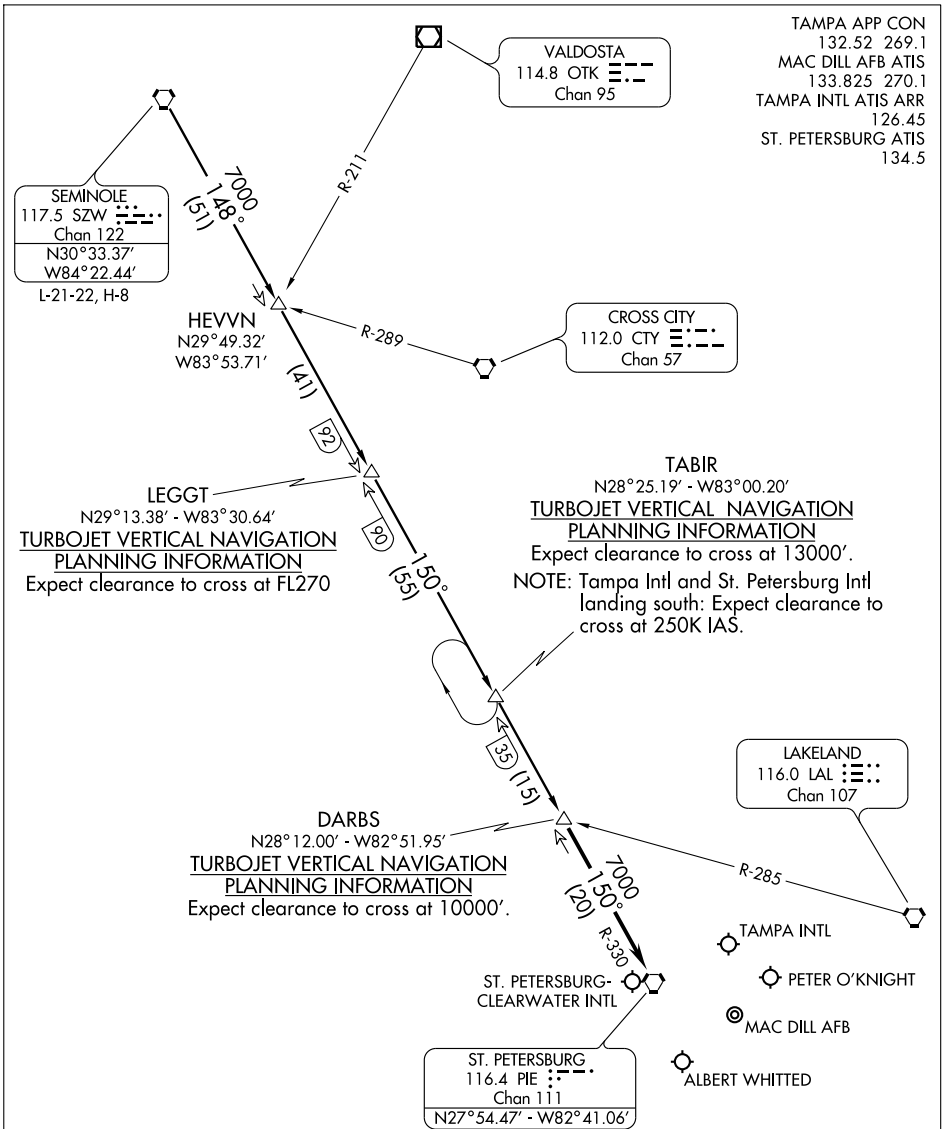
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

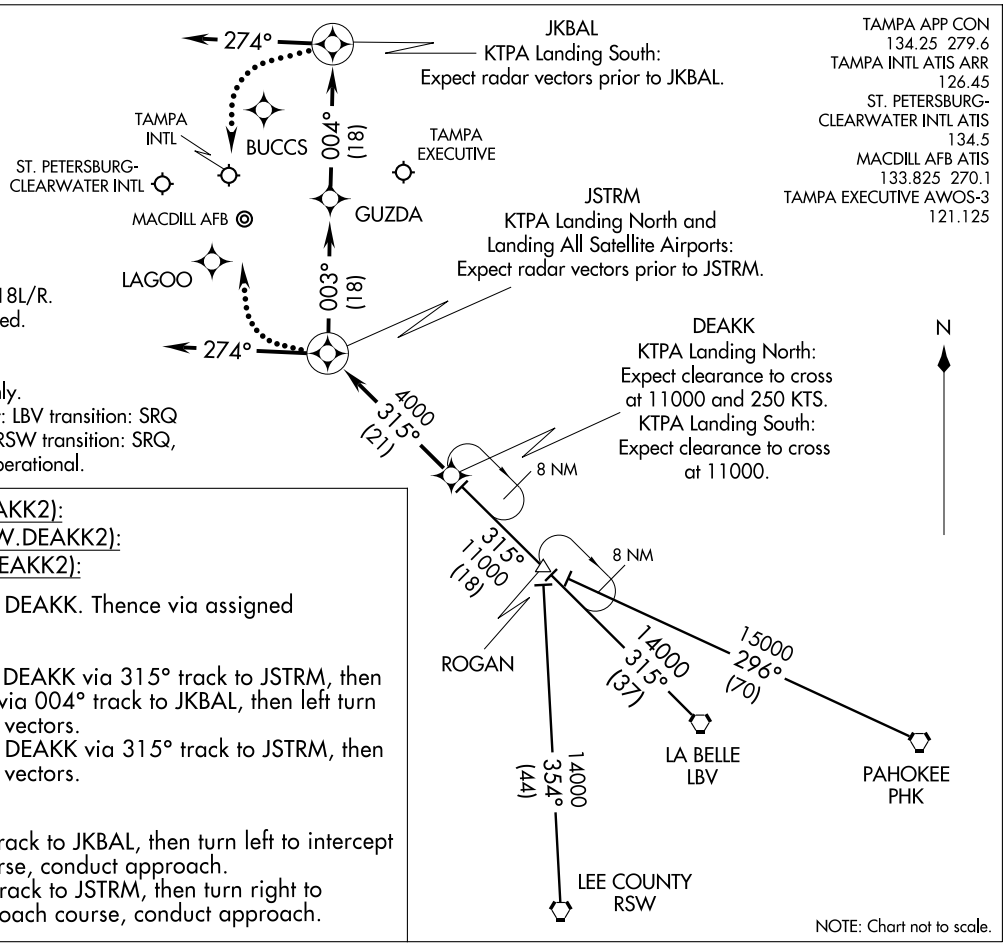
TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

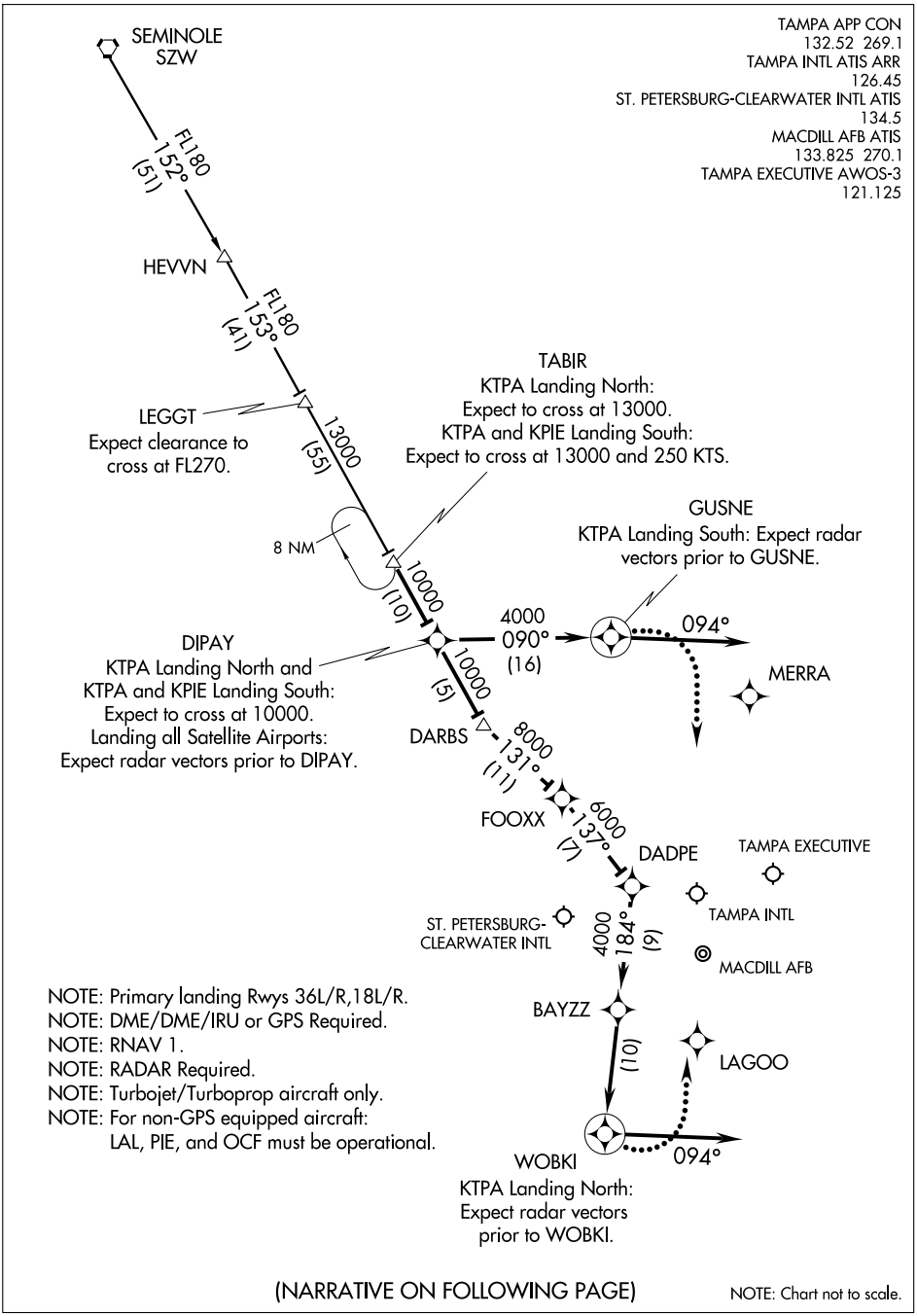
DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

(FOOXX.FOOXX2) 10098

SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421
109.5	ILS 042°	TDZE 10
		Arpt Elev 14

JAL-418 [USAF]

MACDILL AFB (KMCF)

* When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

(b) 150 220 (a) (c) 330 (c)

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

RADAR or DME REQUIRED

MCF 14.2

(IAF) MILNE MCF 15

015° Hdg

Max holding 265 KIAS 040° 220°

R-220

MCF 19

EMASE MCF 6.5 /RADAR

222° 042°

10 NM

R-073

MCF 8 1700

Max holding 265 KIAS

MCF 18

253° 073°

MCF 22 AGUSE

475 626 625 640 234 649 649 517 90 410 305 500 1099 1649 1649 1666

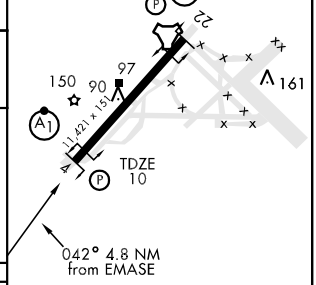
MSA MCF 25 NM 2700

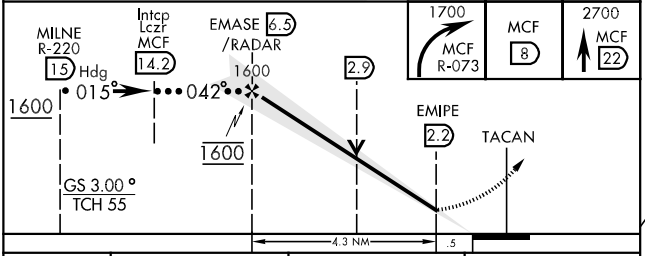
CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000

ELEV 14





CATEGORY	C	D	E
S-ILS 4*	260/24 250 (300-½)		
S-LOC 4**	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 / TDZE 14 / Arpt Elev 14
111.7	227°	

JAL-418 [USAF]

MACDILL AFB (KMCF)

* When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

CAUTION: LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.

WARNING: Use extreme caution PETER O KNIGHT arpt 4 NM NE of MACDILL AFB

MCF 18

R-053

053°

233°

Max holding 265 KIAS

(IAF) OZONA MCF 11

047°

257°

227°

475

625

626

640

649

649

517

MACDILL Chan 47 MCF

234

160

MOBUE MCF 4.9 /RADAR

RADAR or DME REQUIRED

LOCALIZER 111.7 I-GBZ

410

R-220

500

1666

MSA MCF 25 NM

2700

MILNE MCF 15

Max holding 265 KIAS

040°

220°

MCF 19

10 NM

EMERG SAFE ALT 100 NM 3000

1600 MCF R-220

MILNE MCF 15

MOBUE 4.9 /RADAR

Intcp Lczr

OZONA R-053 11

1600

227°

257°

1700

TACAN

1.3

FANED 0.6

1600

GS 3.00°

TCH 53

0.5

4.3 NM

ELEV 14

227° 4.8 NM from FAF

TDZE 14

70

10

150

97

161

CATEGORY	C	D	E
S-ILS 22 *	264/24 250 (300-½)		
S-LOC 22 **	440/40 426 (500-¾)		440/50 426 (500-1)
CIRCLING ***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

JAL-418 [USAF]

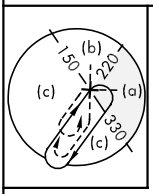
MACDILL AFB (KMCF)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

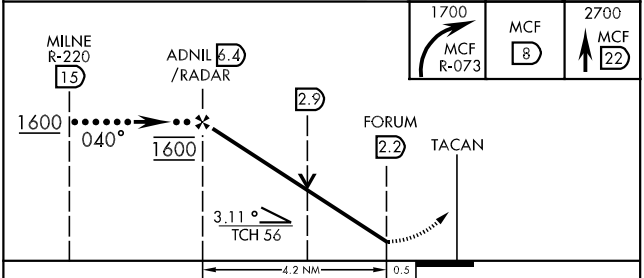
ALSF-1

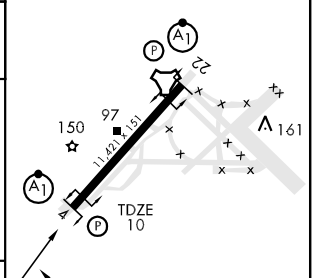
MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



Max holding 265 KIAS
475
MCF 18
253°
073°
AGUSE 22 MCF
626
625
640
234
R-073
MCF 8
1700
517
649
649
MACDILL Chan 47 MCF
1099
1649
1649
1666
500
410
ADNIL MCF 6.4 /RADAR
040°
10 NM
MSA MCF 25 NM
2700
(IAF) MILNE MCF 15
Max holding 265 KIAS
040°
220°
R-220
MCF 19
Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.
EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-4 *	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING **	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421 / TDZE 10 / Arpt Elev 14
109.5	042°	

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

RADAR or DME REQUIRED

CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581' from threshold.

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

MCF 18 — 253° / 073° — 22 AGUSE MCF

Max holding 265 KIAS

R-073

MCF 8 1700

EMASE MCF 6.5 /RADAR

042°

222°

MCF 14.2

(IAF) MILNE MCF 15

015° hdg

Max holding 265 KIAS

040°

228°

R-220

MCF 19

10 NM

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

MSA MCF 25 NM 2700

EMERG SAFE ALT 100 NM 3000

1700 MCF R-073	MCF R-073 8	2700 MCF 22

ELEV 14

MILNE R-220 15 hdg

MCF 14.2 intcp lczr

EMASE 6.5 /RADAR 1600

1600 — 015° — 042°

1600

GS 3.00°

TCH 55

2.9

EMIPE 2.2

TACAN

4.3 NM

042° 4.8 NM from EMASE

TDZE 10

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
S-ILS 4 *	260/24		250 (300-½)		
S-LOC 4 **	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 / TDZE 14 / Arpt Elev 14
111.7	227°	AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

WARNING: Use extreme caution
PETER O. KNIGHT arpt
4 NM NE of MACDILL AFB

RADAR or DME REQUIRED

MCF 18
R-053
053°
233°
Max holding 265 KIAS
475
(IAF) OZONA MCF 11
625
640
047°
257°
227°
234
160
626
MOBUE MCF 4.9 /RADAR
517
649
649
MACDILL Chan 47 MCF
LOCALIZER 111.7 I-GBZ
500
1666
MSA MCF 25 NM
2700
410
R-220
CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.
MILNE MCF 15
10 NM
040°
220°
Max holding 265 KIAS
MCF 19
EMERG SAFE ALT 100 NM 3000

ELEV 14
227° 4.8 NM from FAF
70
TDZE 14
10
97
150
161
HIRL Rwy 4-22

1600 MCF R-220
MILNE MCF 15
MOBUE 4.9 /RADAR 1600
Intcp Lczr
OZONA R-053 11
227°
257°
1700
TACAN
FANED .6
1.3
1600
GS 3.00°
TCH 53
.5
4.3 NM

CATEGORY	A	B	C	D	E
S-ILS 22 *	264/24		250 (300-½)		
S-LOC 22 **	440/24 426 (500-½)		440/40 426 (500-¾)		440/50 426 (500-1)
CIRCLING ***	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

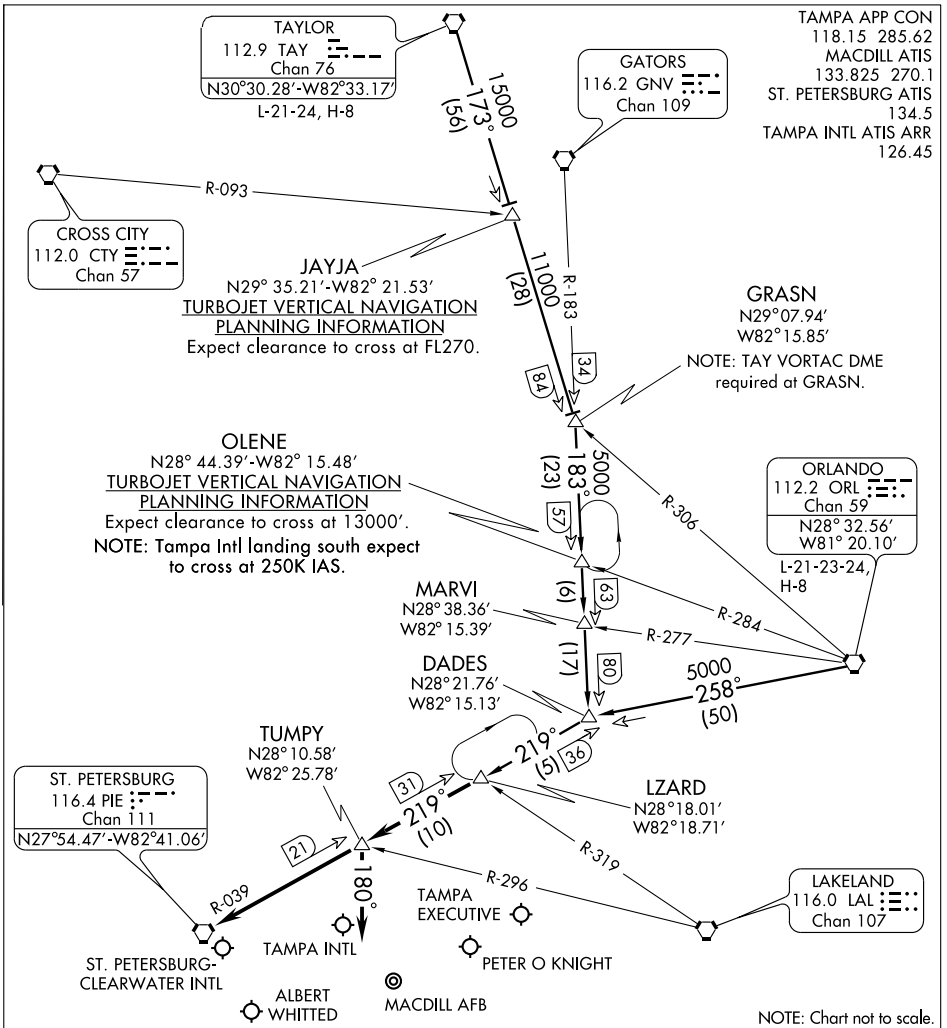
LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	11,421
042°	TDZE	10
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles

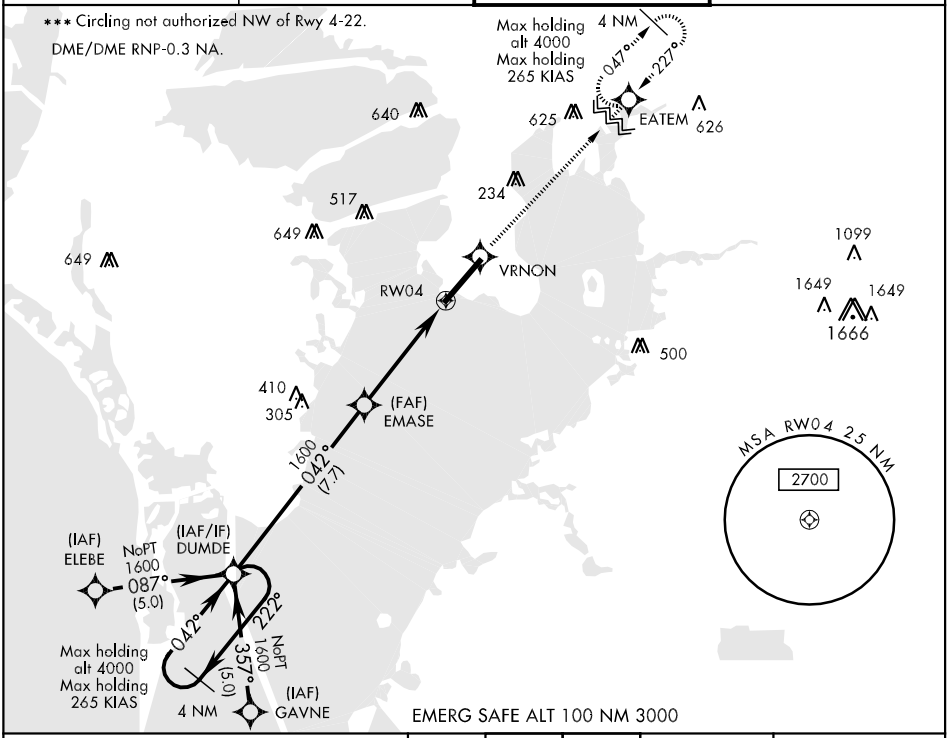
ALSF-1

MISSED APPROACH: Climb to 1700 direct VRNON, then via 047° track to EATEM and hold.

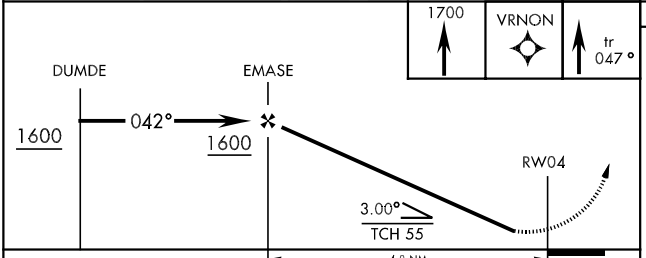
ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

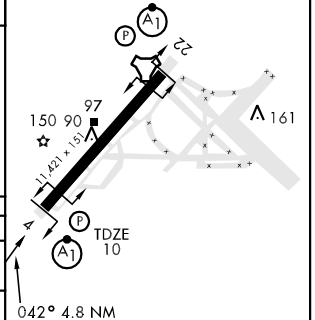
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3000



ELEV 14



CATEGORY	A	B	C	D	E
LNAV/VNAV* DA	320/24 310 (400-½)		320/40 310 (400-¾)		
LNAV MDA**	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	11,421
227°	TDZE	14
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 1600 direct POSEL, then via 220° track to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

DME/DME RNP-0.3 NA.

(IAF) LUZUM

(5.0) NoPT 1700

182°

4 NM

Max holding alt 4000 Max holding 265 KIAS

047°

227°

NoPT 1700

272° (5.0)

475

(IAF/IF) EATEM

(IAF) NETTM

1600

227° (6.0)

640

625

626

(FAF) MOBUE

234

160

517

649

649

RW22

POSEL

1666

500

410

MSA RW22 25 NM

2700

MILNE

Max holding alt 4000 Max holding 265 KIAS

040°

220°

4 NM

EMERG SAFE ALT 100 NM 3000

1600 | POSEL | tr 220°

EATEM 1700

MOBUE

227°

1600

RW22

1.2 NM to RW22

3.00°

TCH 56

4.7 NM

ELEV 14

227° 4.7 NM from MOBUE

TDZE 14

70

10

97

150

161

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
LNAV MDA *	460/24 446 (500-½)		460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING **	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

AL-418 [USAF]

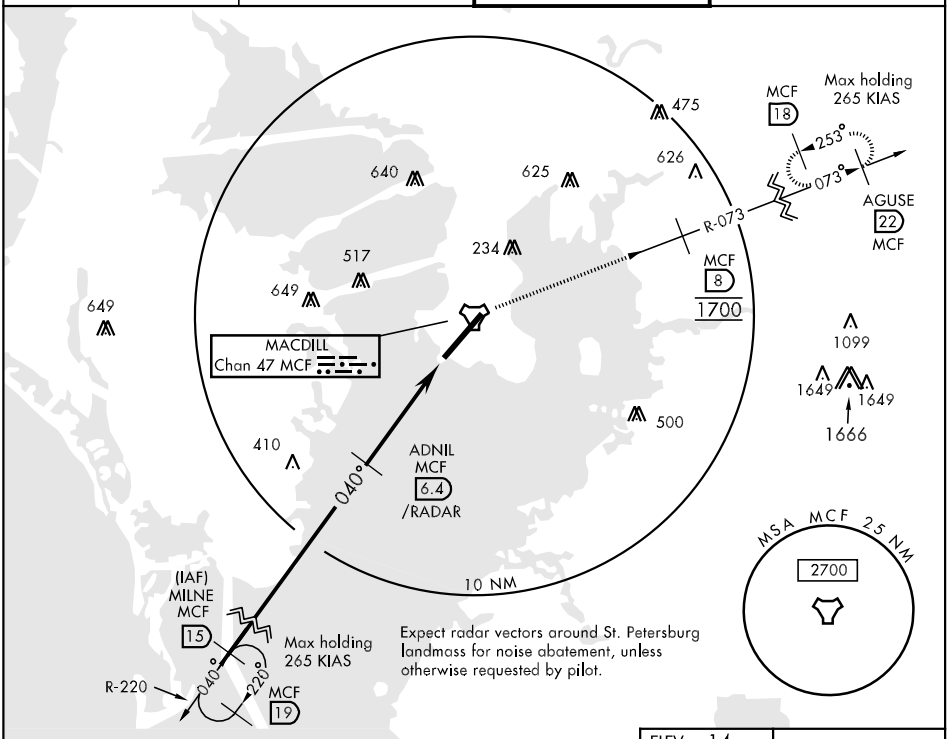
MACDILL AFB (KMCF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

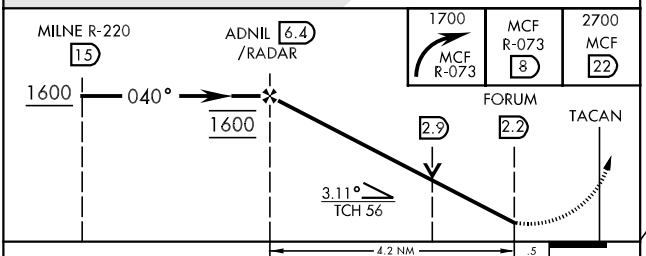
ALSF-1

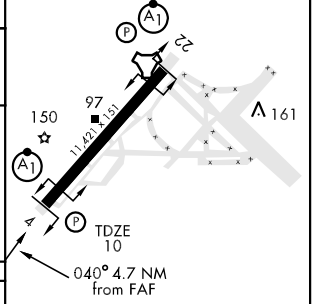
MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-4 *	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING **	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

27°51'N-82°31'W

TACAN RWY 4

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 22

TACAN	APCH CRS	Rwy Idg	11,421
Chan 47 MCF	233°	TDZE	14
		Arpt Elev	14

AL-418 [USAF]

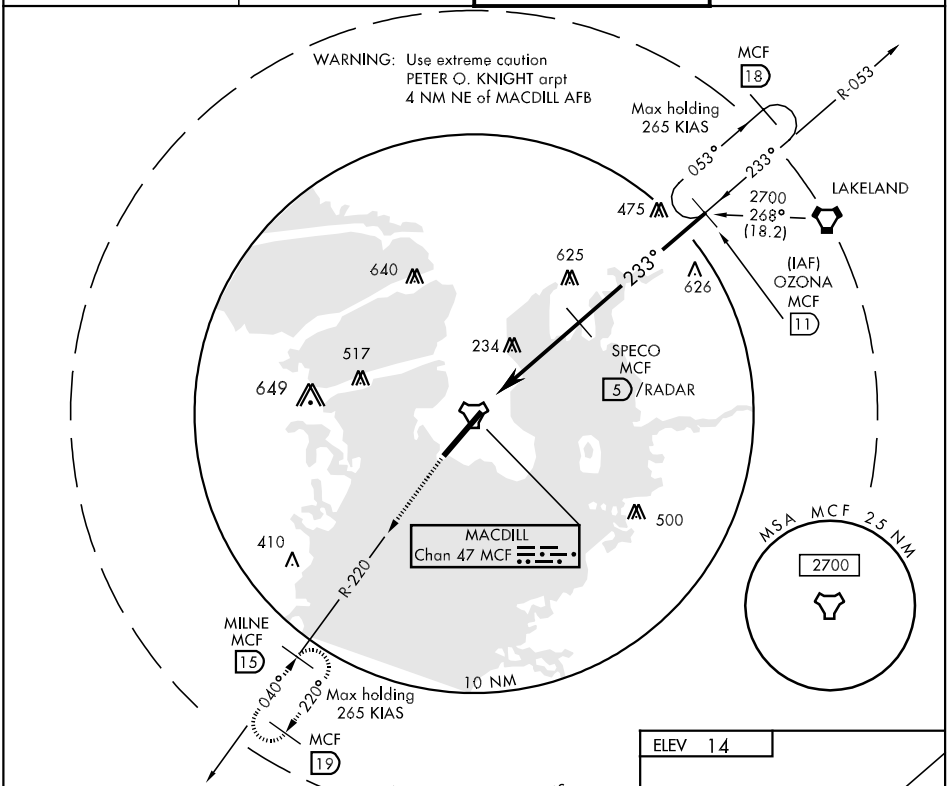
MACDILL AFB (KMCF)

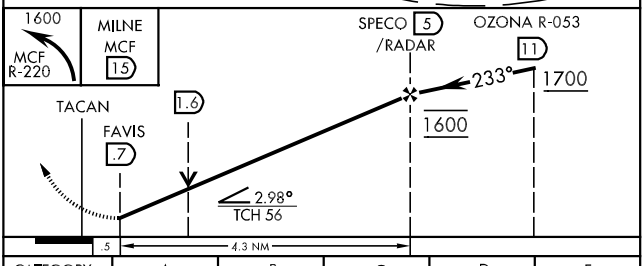
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NW of Rwy 4-22.

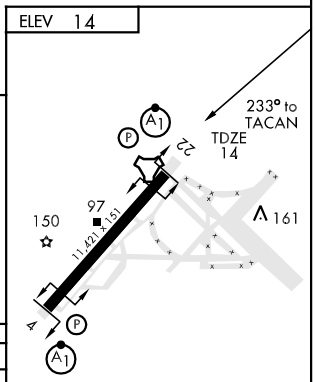
ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8







CATEGORY	A	B	C	D	E
S-22 *	520/24 506 (600-½)		520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING **	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

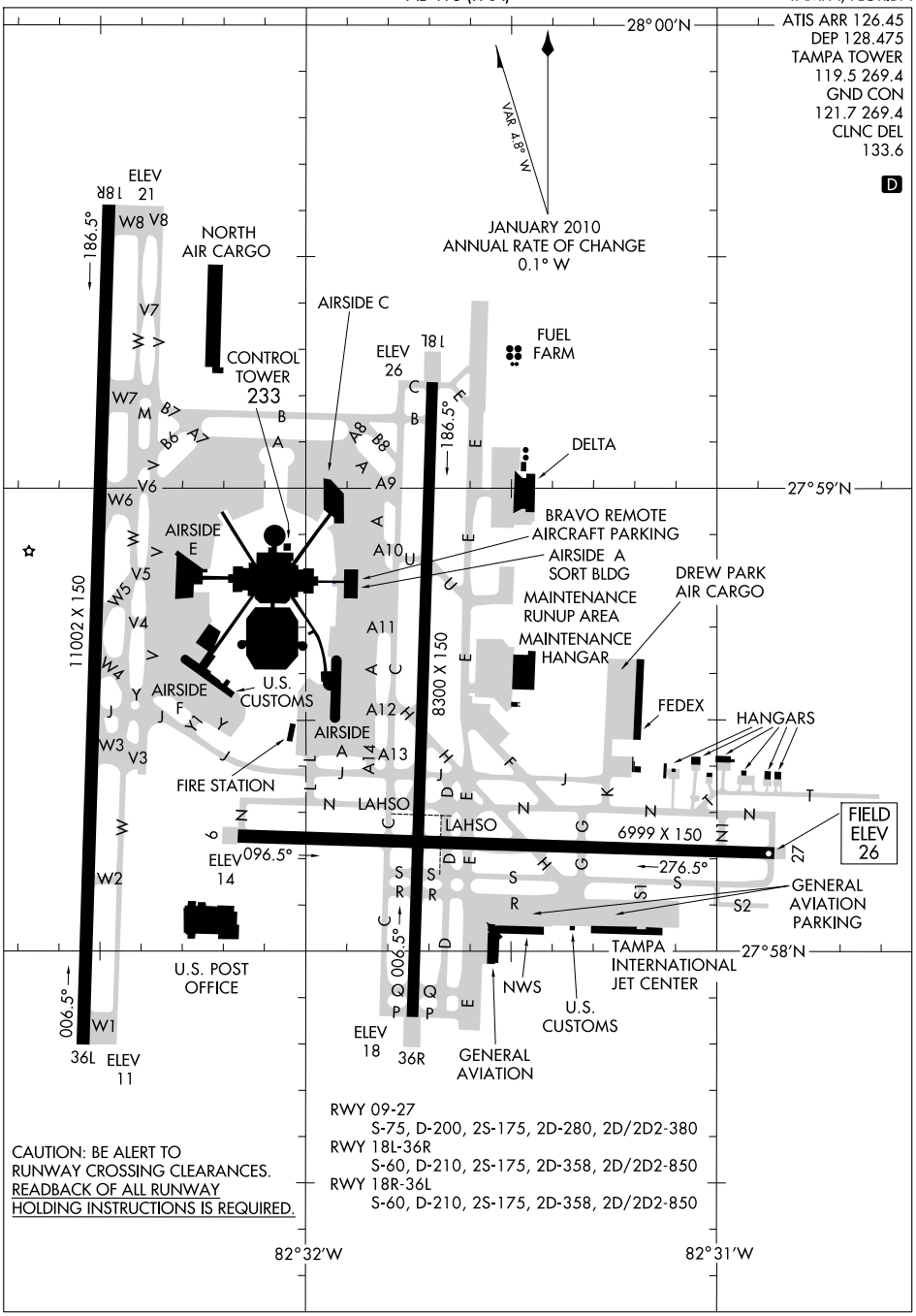
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)

TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

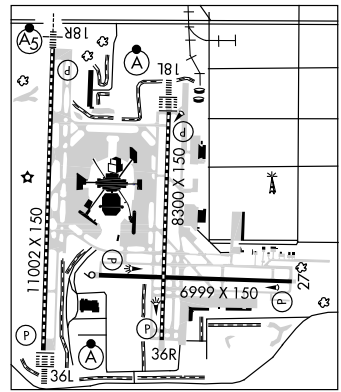
TAMPA, FLORIDA

TAMPA INTL (TPA)

10210

TAMPA INTL (TPA) 6 W UTC−5(−4DT) N27°58.53′ W82°32.00′ **MIAMI**
26 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1000(1026) AOE **H–8H, L–21D, 24F**
Class I, ARFF Index E NOTAM FILE TPA **IAP, AD**

RWY 18R–36L: H11002X150 (CONC–GRVD) S–60, D–210, 2S–175, 2D–358, 2D/2D2–850 HIRL CL
RWY 18R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
RWY 36L: ALSF2. TDZL. PAPI(P4L) TCH 71′
RWY 18L–36R: H8300X150 (ASPH–CONC–GRVD) S–60, D–210, 2S–175, 2D–358, 2D/2D2–850 HIRL CL
RWY 18L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′.
RWY 36R: REIL. PAPI(P4L)—GA 3.0°. TCH 71′.
RWY 09–27: H6999X150 (ASPH–CONC–GRVD) S–75, D–200, 2S–175, 2D–280, 2D/2D2–380 HIRL
RWY 09: PAPI(P4L)—GA 3.0°. TCH 50′. Trees.
RWY 27: PAPI(P4L)—GA 3.0°. TCH 53′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18L	09–27	5650
RWY 27	18L–36R	4350

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6999 TODA–6999 ASDA–6999 LDA–6999
RWY 18L: TORA–8300 TODA–8300 ASDA–8300 LDA–8300
RWY 18R: TORA–11002 TODA–11002 ASDA–11002 LDA–11002
RWY 27: TORA–6999 TODA–6999 ASDA–6500 LDA–6500
RWY 36L: TORA–11002 TODA–11002 ASDA–10800 LDA–10800
RWY 36R: TORA–8300 TODA–8300 ASDA–8300 LDA–8300

AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. Rwy 09–27 not normally available to ops over 75,000 pounds gross weight. Only acft with prior permission may use terminal apron; all others use General Aviation apron. Rwy 18L is noise sensitive to turbojet departures. Rwy 36R is noise sensitive to turbojet arrivals. Published noise abatement procedures in effect. Twy restrictions: Airplane design Group V or larger–Twy N west of Twy L unavailable. North 1500′ Twy E also unavailable for wingspan greater than 171′ unless PPR from arpt ops. Twy restrictions: Group IV acft with wingspan greater than 117′–twy lane E south of Twy S, and Twy R east of Twy D are non–movement areas and unavailable without PPR from arpt ops. TPA alt: Heavy and turbine acft 1500′ AGL. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (813) 873–7228. LLWAS.

COMMUNICATIONS: D–ATIS ARR 126.45 **D–ATIS DEP** 128.475 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 118.15 (001°–150°) 119.65 (151°–219°) 118.8 (220°–360°)
TOWER 119.5 119.05 **GND CON** 121.7 121.35 **CLNC DEL** 133.6

AIRSPACE: CLASS B See VFR Terminal Area Chart. 119.9 (001°–150°) 119.65 (151°–219°) 125.3 (220°–360°)

RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.

ST PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 062° 9 NM to fld. 9/01E.
HIWAS. HIWAS unusable 330°–151° byd 25 NM blo 5000′.
PICNY NDB (HW/LOM) 388 AM N27°51.68′ W82°32.76′ 008° 6.9 NM to fld. NOTAM FILE TPA.
COSME NDB (LOM) 368 TP N28°05.12′ W82°31.52′ 186° 6.6 NM to fld.
ILS 108.9 I–AMP Rwy 36L. Class IIIE. LOM PICNY NDB.
ILS 110.3 I–TPA Rwy 18L. Class IIE. LOM COSME NDB.
ILS/DME 108.5 I–JRT Chan 22 Rwy 18R. Class IA.
ILS/DME 111.95 I–TWJ Chan 56(Y) Rwy 36R. LOC only.

BAYPO THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4

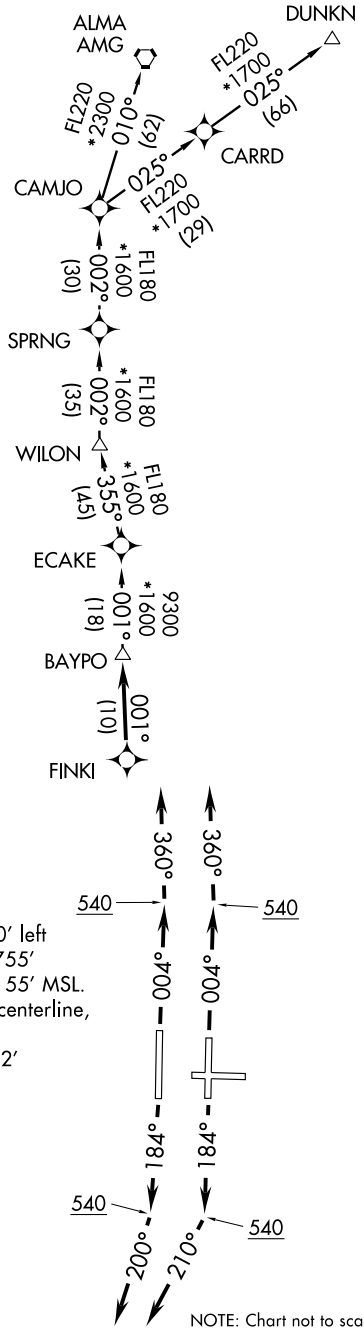
TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard with a minimum climb of 500' per NM to 2000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

ALMA TRANSITION (BAYPO3.AMG):
DUNKN TRANSITION (BAYPO3.DUNKN):



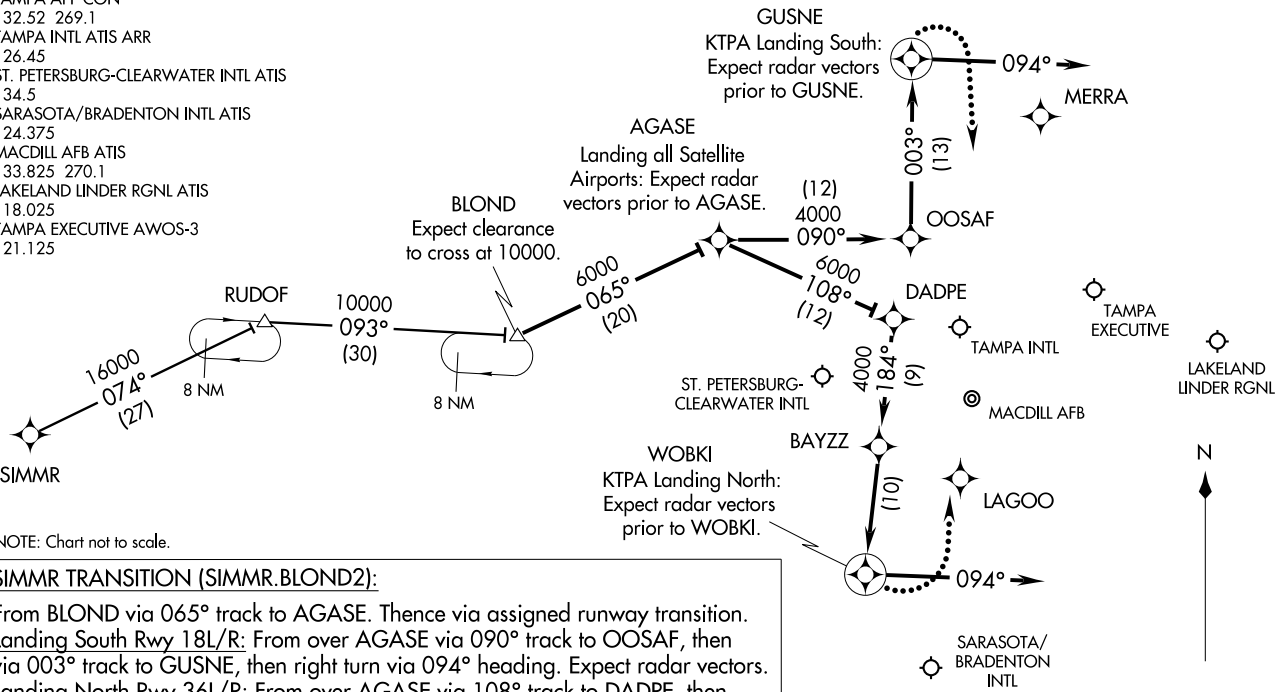
TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

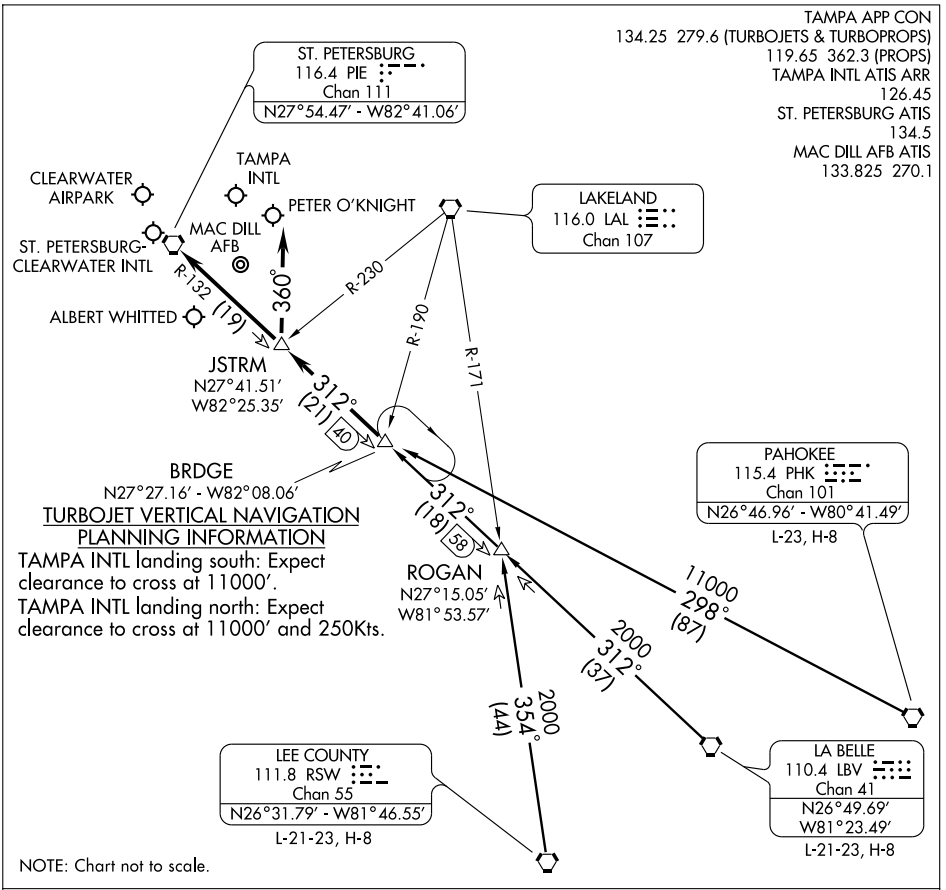
BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

TAMPA, FLORIDA

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

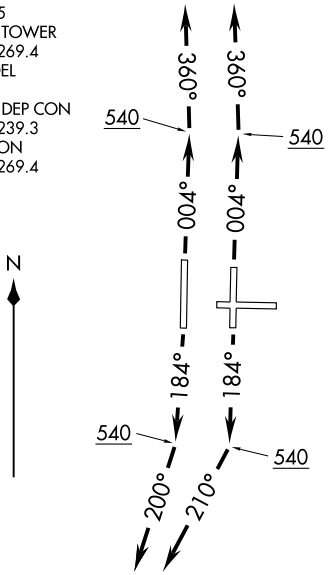
. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

CROWD THREE DEPARTURE (RNAV)

(CROWD3.CROWD) 10154

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



DEPARTURE ROUTE DESCRIPTION

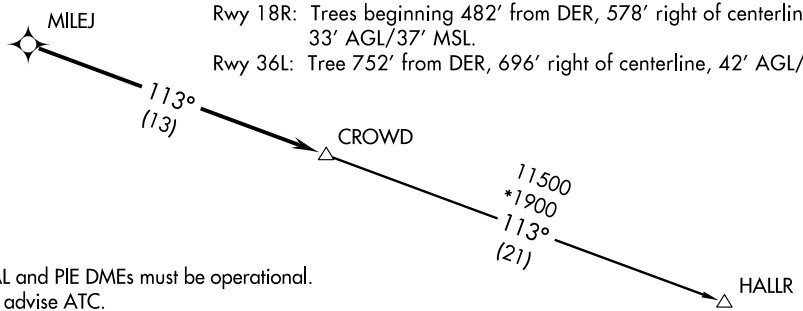
TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

HALLR TRANSITION (CROWD3.HALLR):



TAKEOFF OBSTACLE NOTES:

Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.

Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R, 36L, 36R: Standard.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

CROWD THREE DEPARTURE (RNAV)
(CROWD3.CROWD) 10154

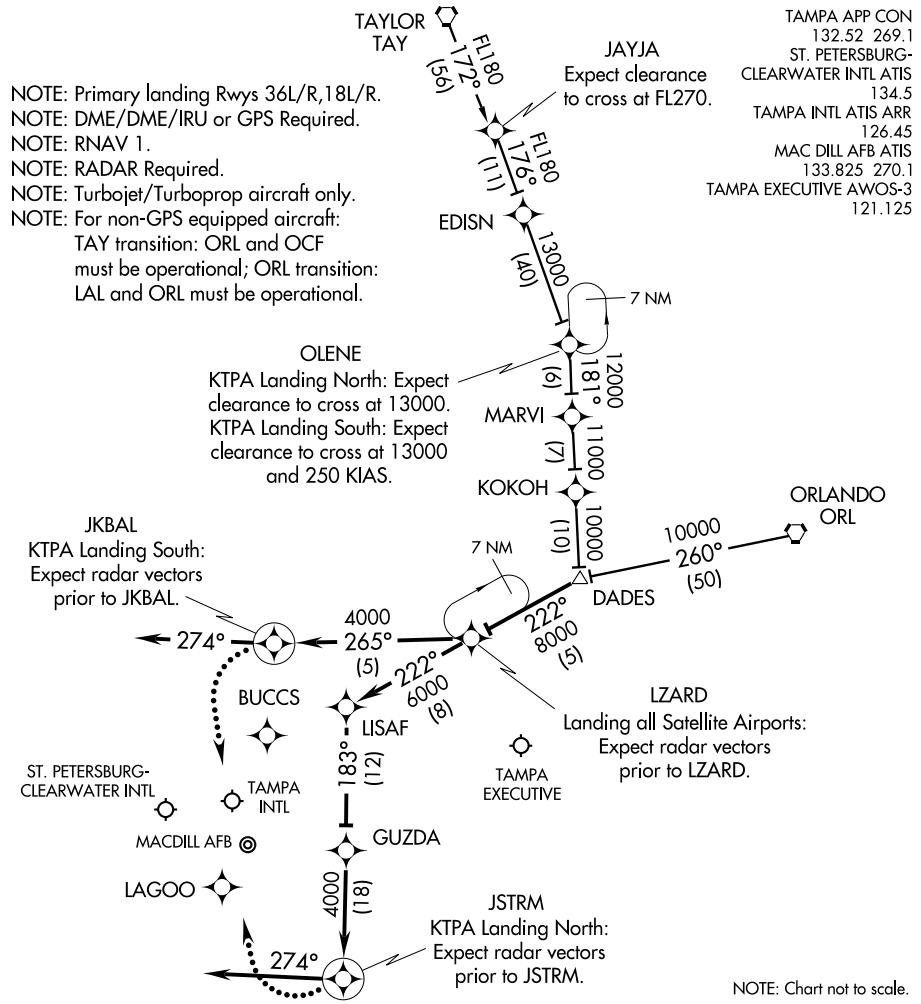
SL-416 (FAA)

TAMPA INTL (TPA)
TAMPA, FLORIDA

TAMPA INTL (TPA)
TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

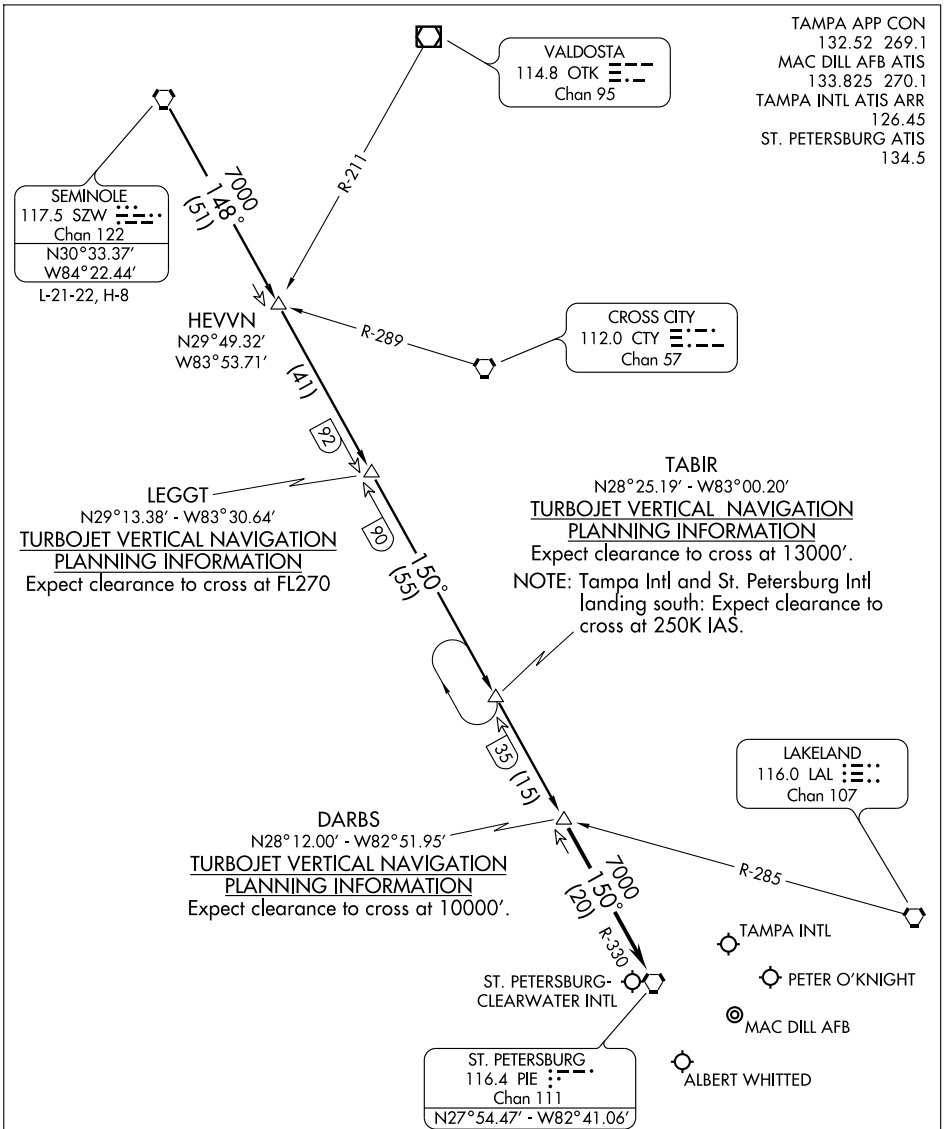
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

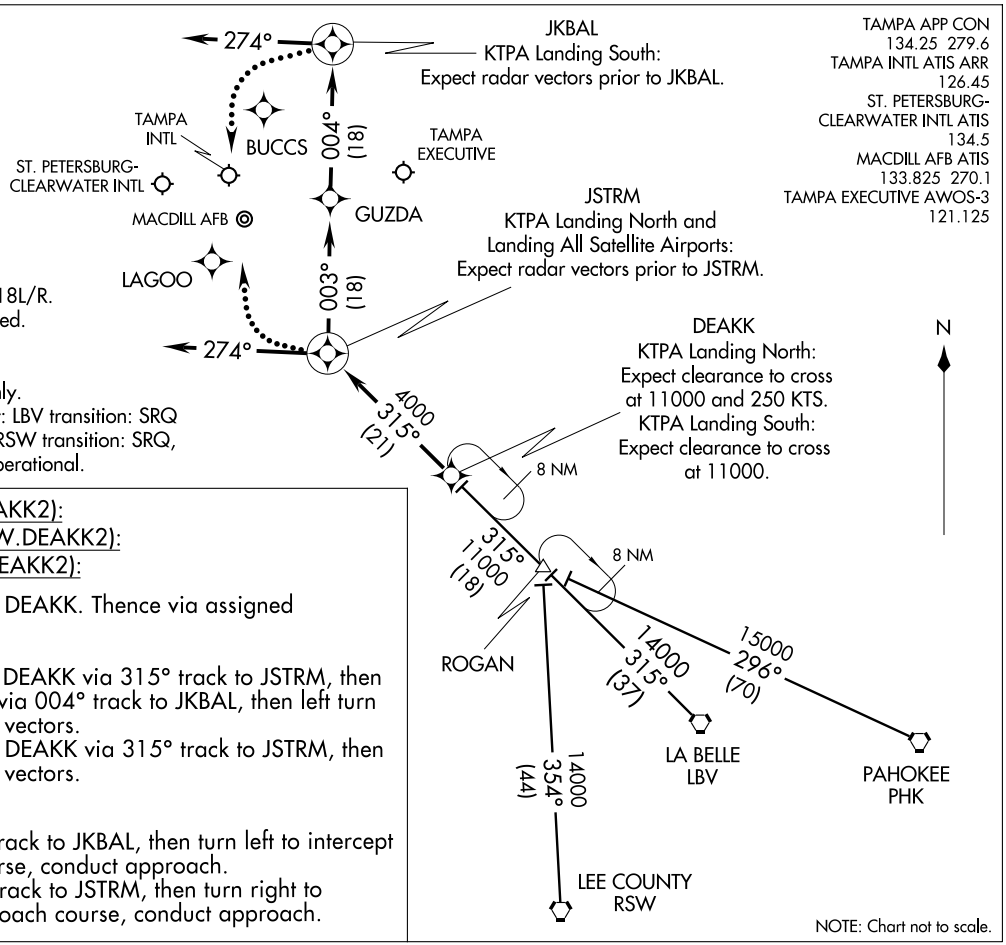
TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

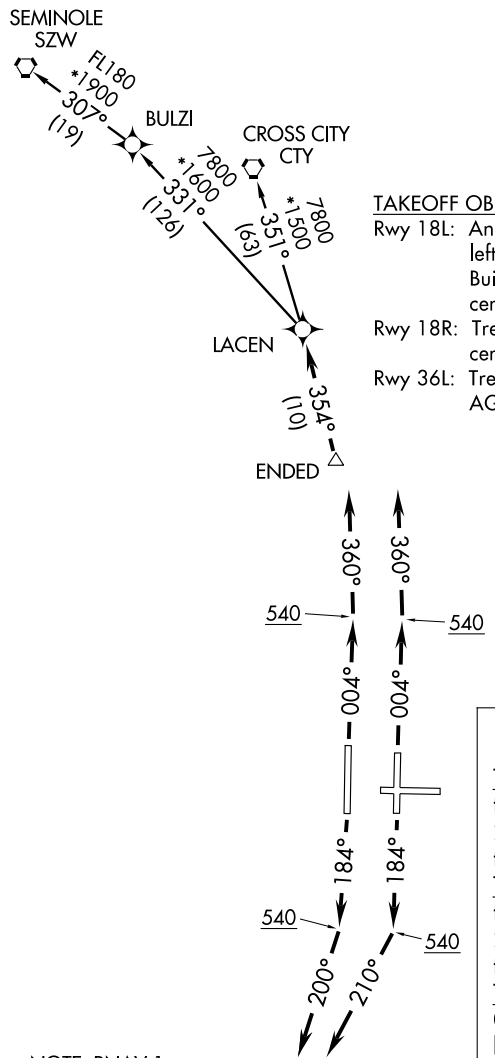
KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

ENDED THREE DEPARTURE (RNAV)



ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4

TAKEOFF OBSTACLE NOTES:

Rwy 18L: Antenna on OL building 3279′ from DER, 1160′ left of centerline, 145′ AGL/155′ MSL. Building 4755′ from DER, 1522′ left of centerline, 146′ AGL/155′ MSL.

Rwy 18R: Trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.

Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.

TAKEOFF MINIMUMS:

Rwy 9, 27: NA-ATC.

Rwy 18L, 18R, 36L, 36R: Standard with a minimum climb of 500′ per NM to 540.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

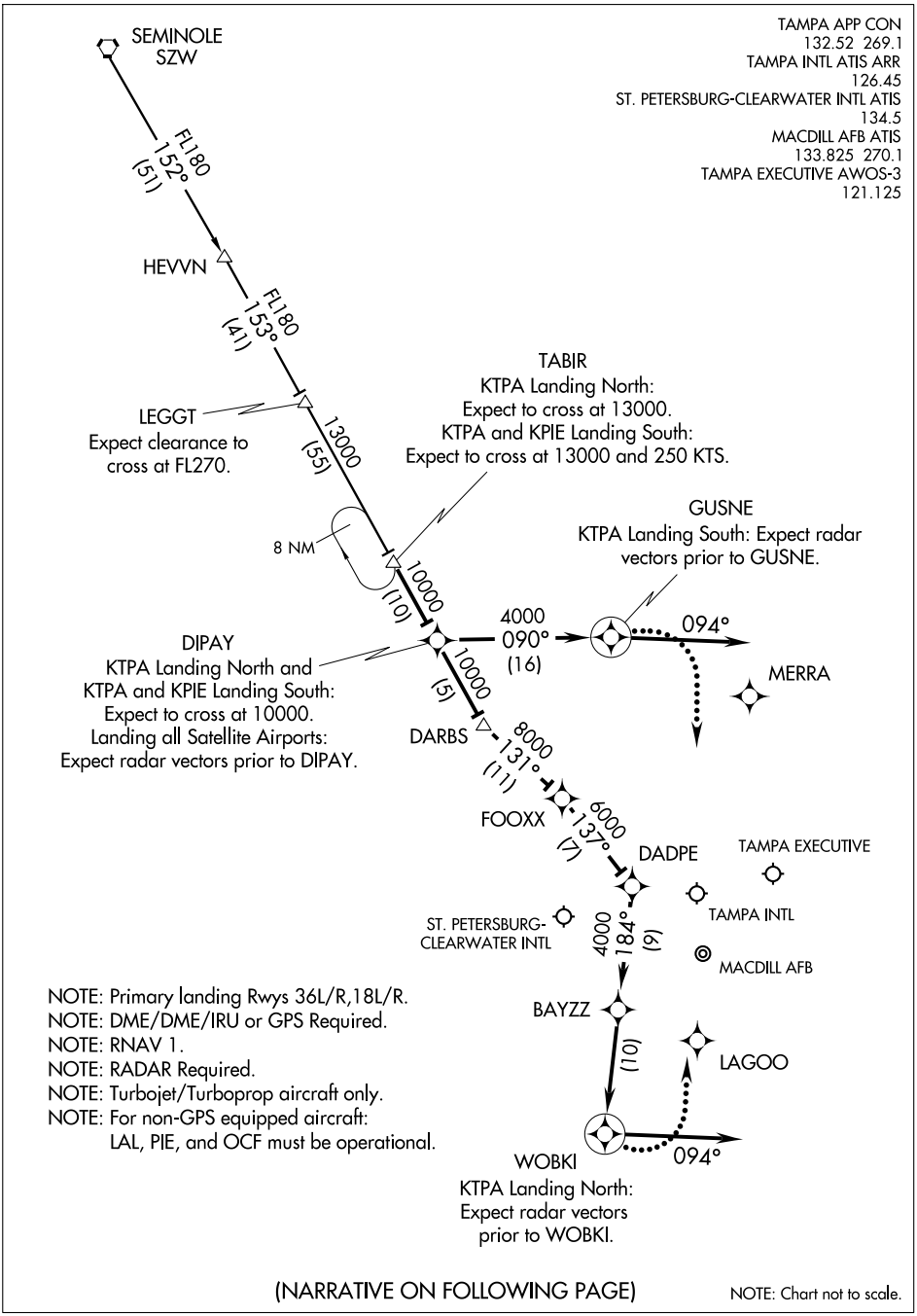
CROSS CITY TRANSITION (ENDED3.CTY):

SEMINOLE TRANSITION (ENDED3.SZW):

SE-3, 23 SEP 2010 to 21 OCT 2010

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

(FOOXX.FOOXX2) 10098

SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

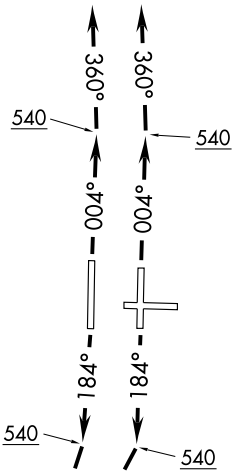
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GANDY THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

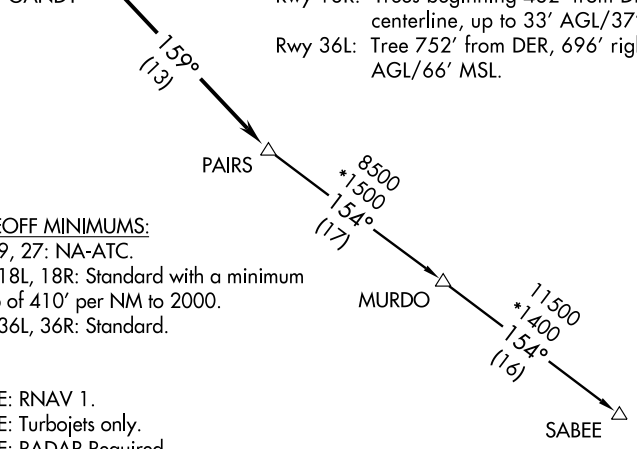
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SABEE TRANSITION (GANDY3.SABEE):

TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.



TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 410' per NM to 2000.
Rwy 36L, 36R: Standard.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: PIE and SRQ DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 18L

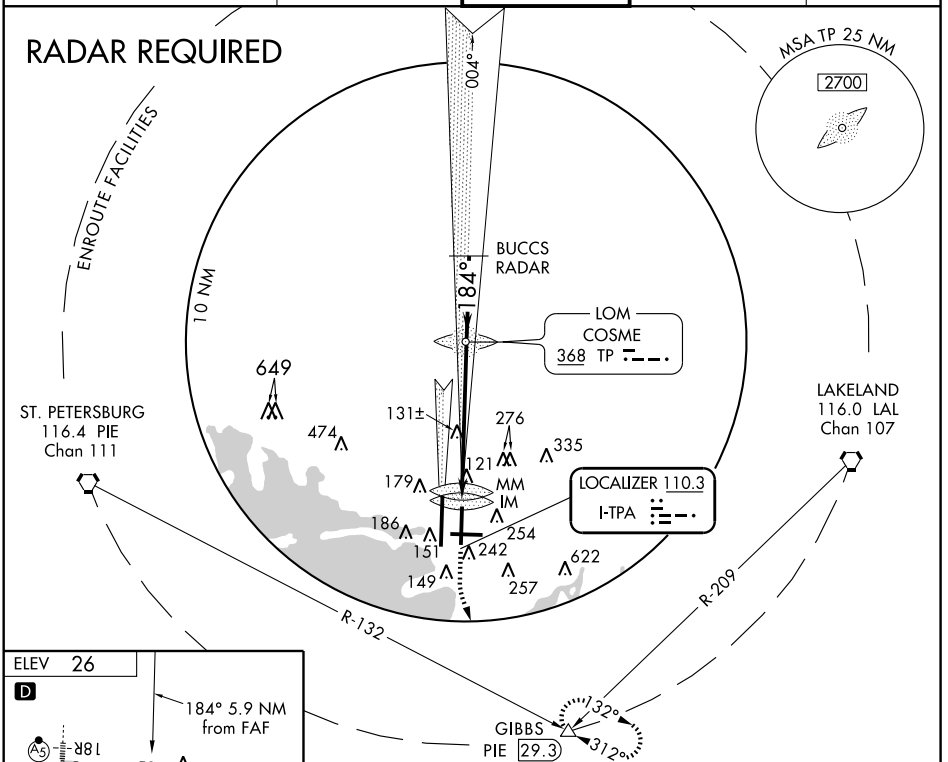
TAMPA INTL (TPA)

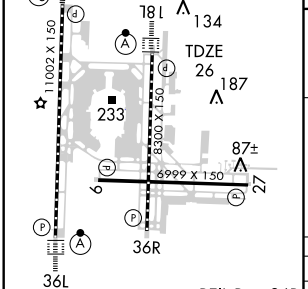
For inoperative ALSF, increase S-ILS 18L Cat E visibility to RVR 4000 and increase S-LOC 18L Cat E visibility to 1½. RADAR Required. Simultaneous approaches authorized with Rwy 18R.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

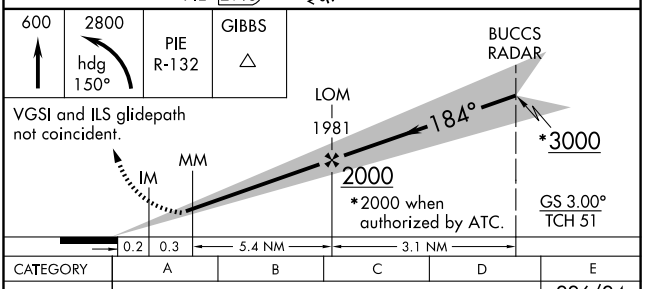
ATIS	ARR	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
	126.45	128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18L	226/18 200 (200-½)				226/24 200 (200-½)
S-LOC 18L	440/24 414 (500-½)		440/40 414 (500-¾)		440/50 414 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-JRT	APP CRS	Rwy Idg 11002
108.5	184°	TDZE 21
Chan 22		Apt Elev 26

ILS or LOC RWY 18R

TAMPA INTL (TPA)

T A For inoperative MALSR, increase S-ILS 18R all Cats visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ mile. Simultaneous approach authorized with Rwy 18L. LOC procedure NA during simultaneous operations. Autopilot coupled approach NA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold W, RT, 090° inbound.)

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

DME or RADAR REQUIRED

MSA PIE 25 NM
2700

(IF/IAF) MERRA I-JRT 14.2 RADAR

FADDI I-JRT 11.1 RADAR

JMBOB I-JRT 7.9 RADAR

*3000 (3.1)

2000 (3.1)

*2000 when assigned by ATC.

004° 1 min 184°

ST. PETERSBURG 116.4 PIE Chan 111

*4000 to MERRA 024° (19.1)

LAFAL INT PIE 8

R-336

090° R-270 090°

270° 270°

15 NM

117.0 SRQ Chan 117

LOCALIZER 108.5 I-JRT Chan 22

ALTERNATE MISSED APCH FIX

CARIR SRQ 16.8

116.0 LAL R-237 Chan 107

117.0 SRQ R-004 Chan 117

004° 184°

1649

ELEV 26 D

TDZE 21

184° 5.9 NM from FAF

18R 18L 134 187 233 87± 151 6 27

11002 X 150 8300 X 150 6999 X 150

36L 36R

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

500 3000 PIE

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

*When assigned by ATC intercept glidepath at 3000 or 4000.

*2000 when assigned by ATC.

MERRA I-JRT 14.2 RADAR

FADDI I-JRT 11.1 RADAR

JMBOB I-JRT 7.9 RADAR

I-JRT 3.1

I-JRT 2

MM

2000

184° 004° 184°

*4000

*3000

2000

GS 3.00° TCH 55

0.4 0.7 4.8 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D	E
S-ILS 18R	221/18 200 (200-½)				221/24 200 (200-½)
S-LOC 18R	440/24 419 (500-½)		440/40 419 (500-¾)		440/50 419 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS or LOC RWY 36L

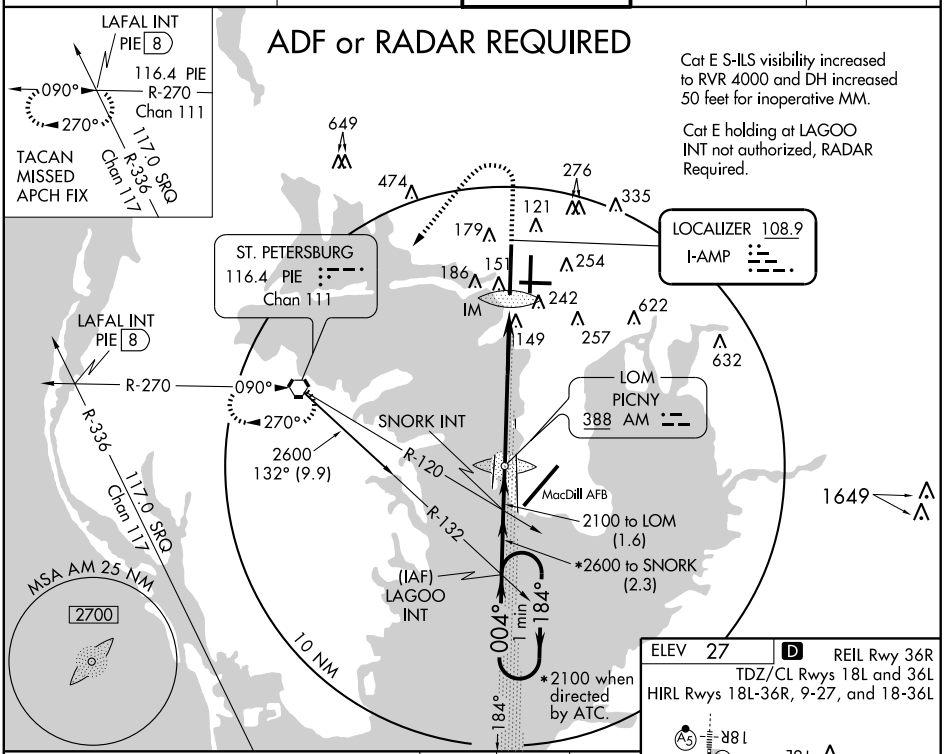
TAMPA INTL (TPA)

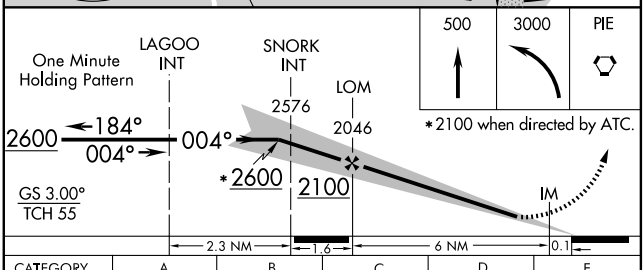
Cat E S-ILS visibility increased to RVR 4000, and Cat E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

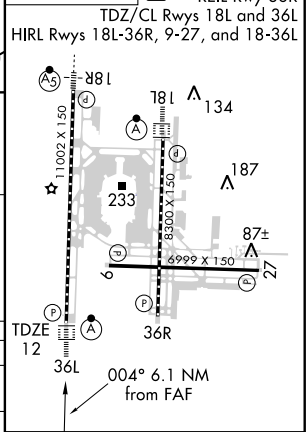
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D	E
S-ILS 36L	212/18 200 (200-½)				212/24 200 (200-½)
S-LOC 36L	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)	
CIRCLING	560-1 533 (600-1)		560-1½ 533 (600-1½)	580-2 533 (600-2)	940-3 913 (1000-3)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS RWY 18L (CAT II)

TAMPA INTL (TPA)

Simultaneous approaches authorized with Rwy 18R. RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

SE-3, 23 SEP 2010 to 21 OCT 2010

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

MSA TP 25 NM

2700

400°

184°

BUCCS RADAR

LOM COSME 368 TP

649

474

131±

276

335

121

179

MM

IM

186

151

254

242

622

257

149

LOCALIZER 110.3 I-TPA

ST. PETERSBURG 116.4 PIE Chan 111

LAKELAND 116.0 LAL Chan 107

R-132

R-209

GIBBS PIE 29.3

132°

312°

ELEV 26 D

18R

18L

134

TDZE 26

187

233

87±

11002 X 150

8300 X 150

6999 X 150

6

27

36R

36L

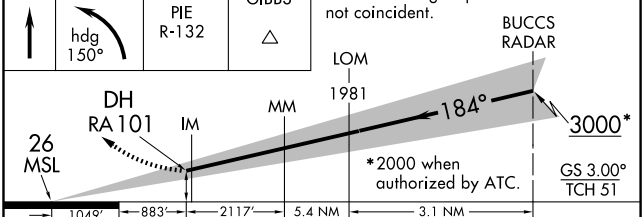
REIL Rwy 36R

TDZ/CL Rwys 18L and 36L

HIRL Rwys 18L-36R, 9-27 and 18R-36L

600	2800 hdg 150°	PIE R-132	GIBBS

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 18L	RA 101/12	100	DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT II)

TAMPA INTL (TPA)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

SE-3, 23 SEP 2010 to 21 OCT 2010

LAFAL INT
PIE 8
116.4 PIE
R-270
Chan 111
090°
270°
117.0 SRQ
R-336
Chan 117
TACAN
MISSED
APCH FIX

ADF or RADAR REQUIRED

MSA AM 25 NM
2700

649
474
276
335
121
179
254
186
151
242
IM
622
257
149
632
1649

LOCALIZER 108.9
I-AMP

ST. PETERSBURG
116.4 PIE
Chan 111

LAFAL INT
PIE 8
R-270
090°
270°
R-336

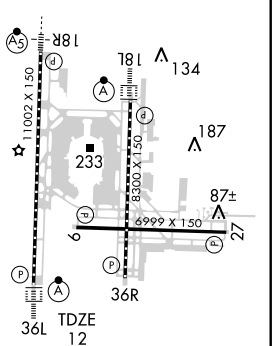
2600
132° (9.9)

SNORK INT

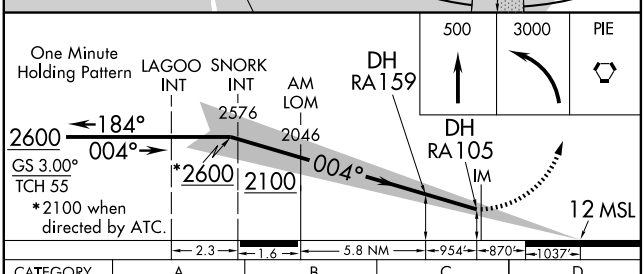
LOM
PICNY
388 AM

R-120
R-132
MacDill AFB
2100 to LOM
(1.6)
*2600 to SNORK
(2.3)
(IAF)
LAGOO
INT
004°
1 min
184°
10 NM
117.0 SRQ
Chan 117
*2100 when
directed
by ATC.

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
S-ILS 36L		RA 159/16	150 DA 162	
S-ILS 36L		RA 105/12	100 DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT III)

TAMPA INTL (TPA)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

SE-3, 23 SEP 2010 to 21 OCT 2010

LAFAL INT
PIE 8
116.4 PIE
R-270
Chan 111
090°
270°
117.0 SRQ
R-336
Chan 117
TACAN
MISSED
APCH FIX

ADF or RADAR REQUIRED

MSA AM 25 NM
2700

649
474
276
335
121
179
186
151
254
242
IM
622
257
149
632
1649

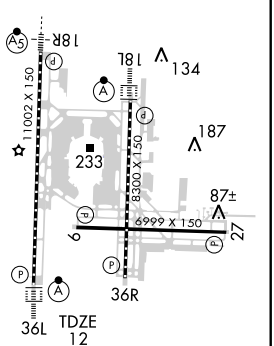
LOCALIZER 108.9
I-AMP

ST. PETERSBURG
116.4 PIE
Chan 111

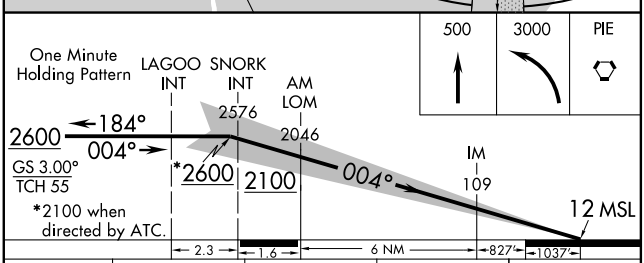
LOM
PICNY
388 AM

LAFAL INT
PIE 8
R-270
090°
270°
R-336
SNORK INT
2600
132° (9.9)
R-120
R-132
MacDill AFB
2100 to LOM
(1.6)
*2600 to SNORK
(2.3)
(IAF)
LAGOO
INT
004°
1 min
184°
10 NM
117.0 SRQ
Chan 117
*2100 when
directed
by ATC.

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



500	3000	PIE
↑	↱	⬡

CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 06			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

LOC/DME I-TWJ	APP CRS	Rwy Idg	8300
111.95	004°	TDZE	20
Chan 56 (Y)		Apt Elev	26

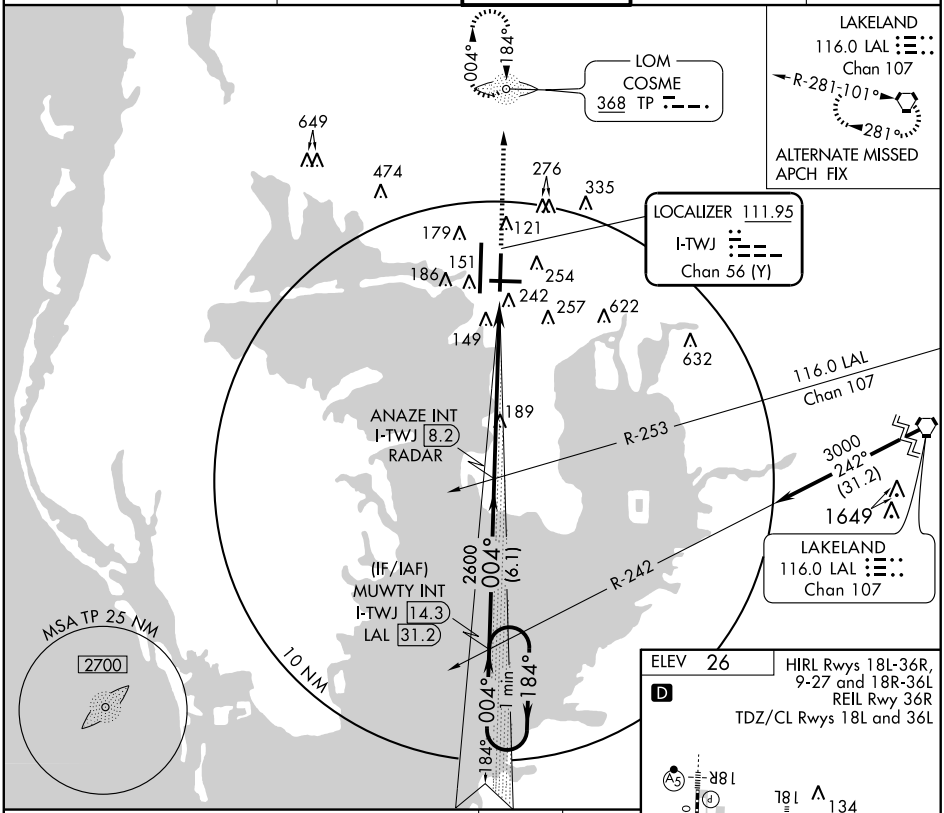
LOC RWY 36R

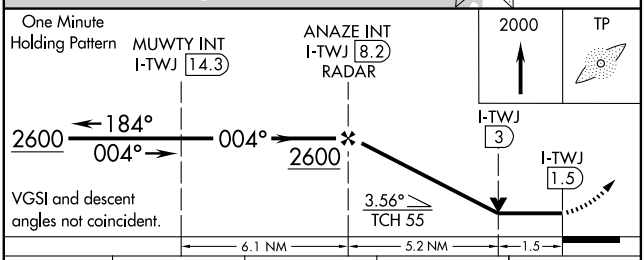
TAMPA INTL (TPA)

ADF Required.

MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

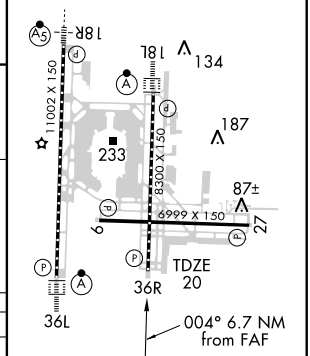




CATEGORY	A	B	C	D
S-36R	540-1 520 (600-1)		540-1½ 520 (600-1½)	540-1¾ 520 (600-1¾)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

ELEV 26

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L

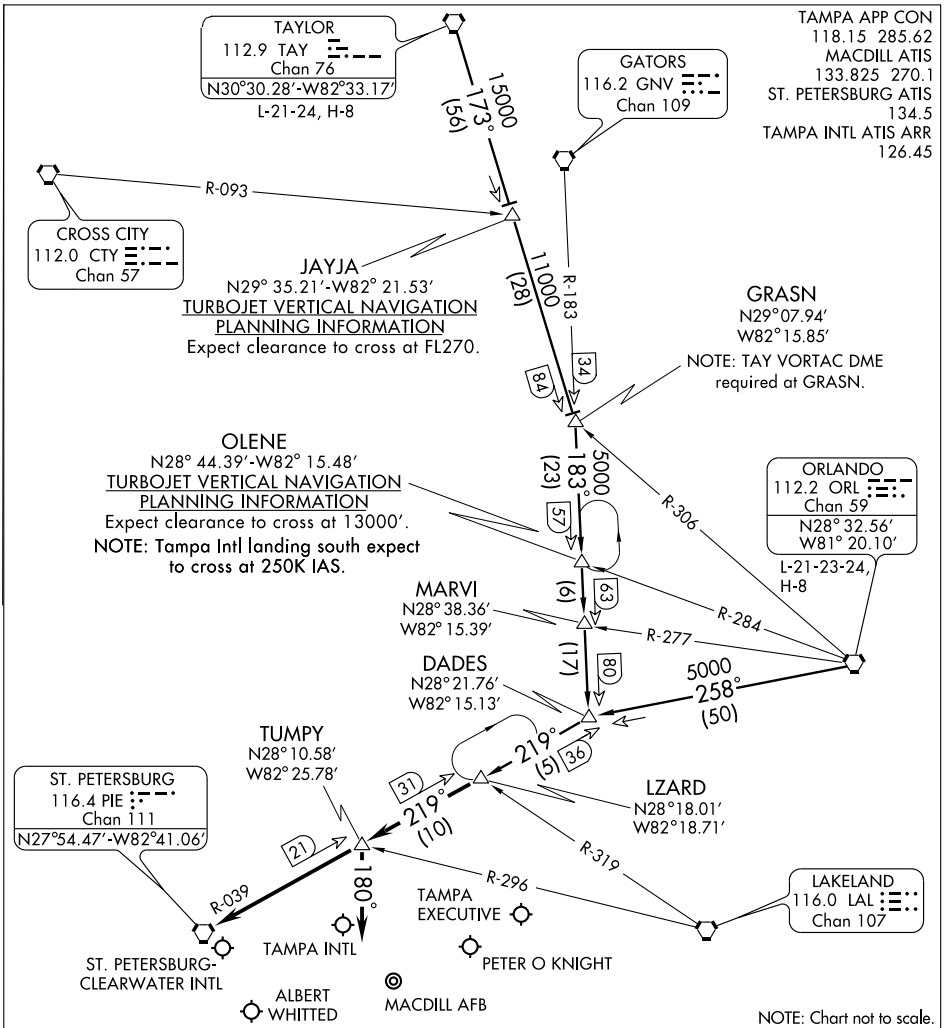


FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

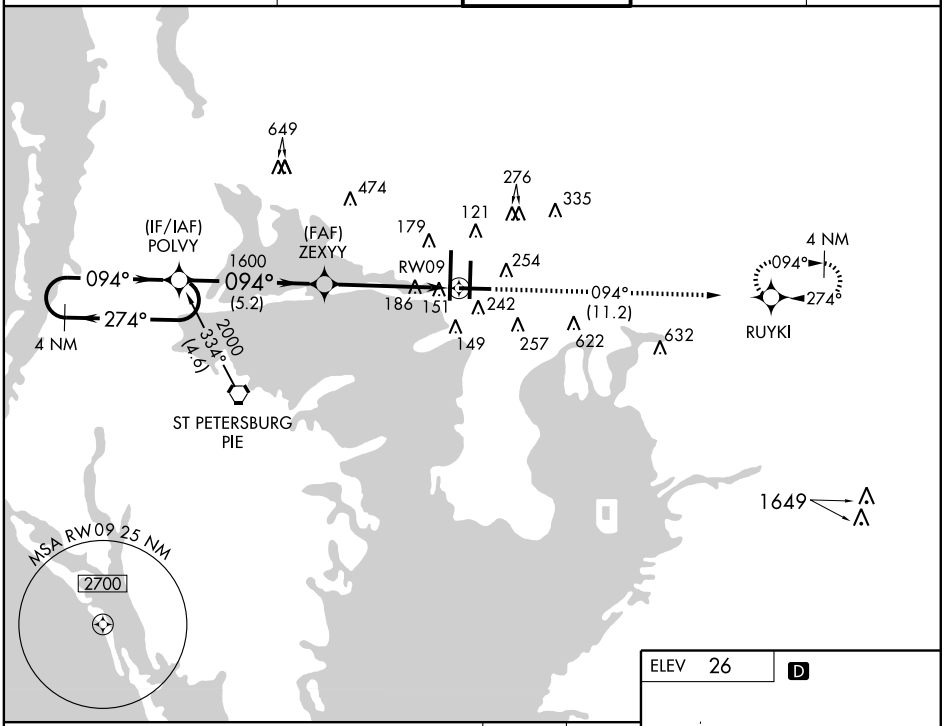
APP CRS	Rwy Idg	6999
094°	TDZE	20
	Apt Elev	26

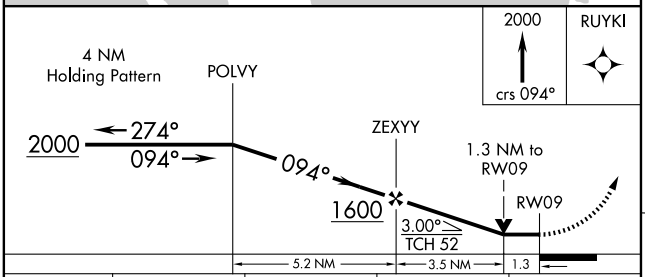
RNAV (GPS) RWY 9

TAMPA INTL (TPA)

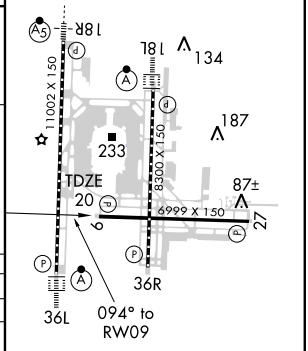
T A NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 2000 via 094° course to RUYKI WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	11002
CH 40406	184°	TDZE	21
W18B		Apt Elev	26

RNAV (GPS) RWY 18R

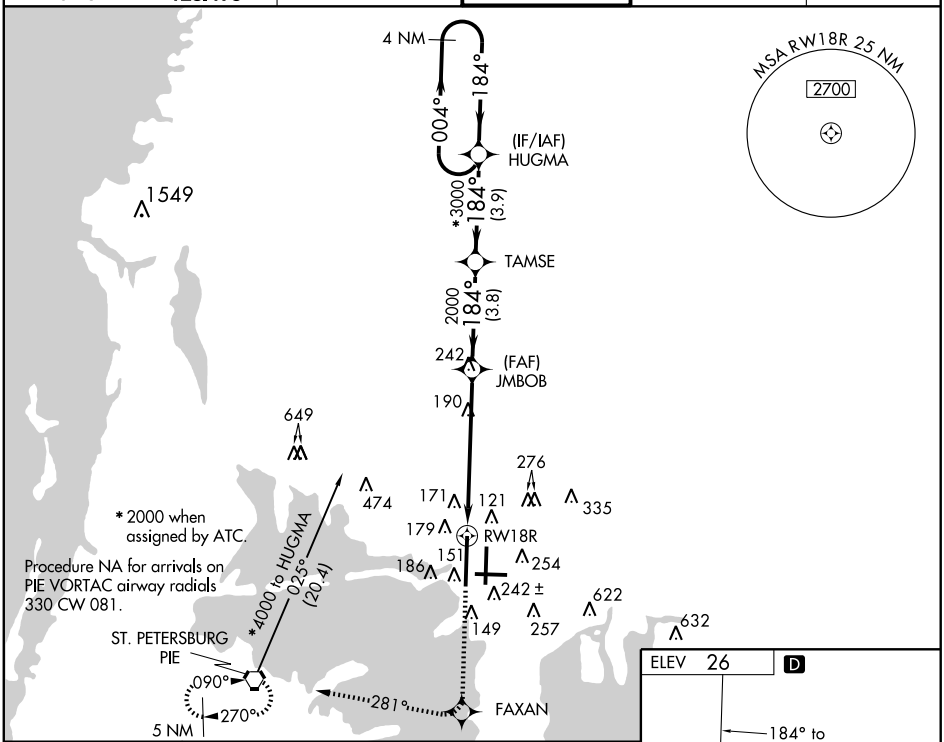
TAMPA INTL (TPA)

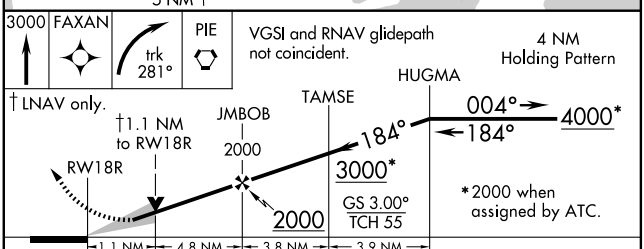
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR

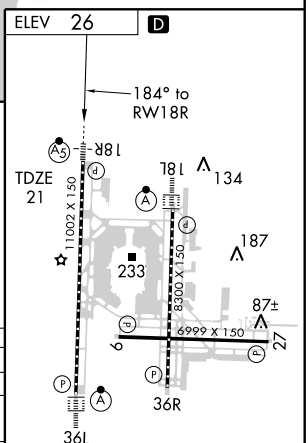
MISSED APPROACH: Climb to 3000 direct FAXAN and right turn via 281° track to PIE VORTAC and hold, continue climb-in-hold to 3000.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D	E
LPV DA	303/24		282 (300-½)		
LNAV/VNAV DA	465/50		444 (500-1)		
LNAV MDA	440/24	419 (500-½)	440/40 419 (500-¾)	440/50	419 (500-1)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 27

TAMPA INTL (TPA)

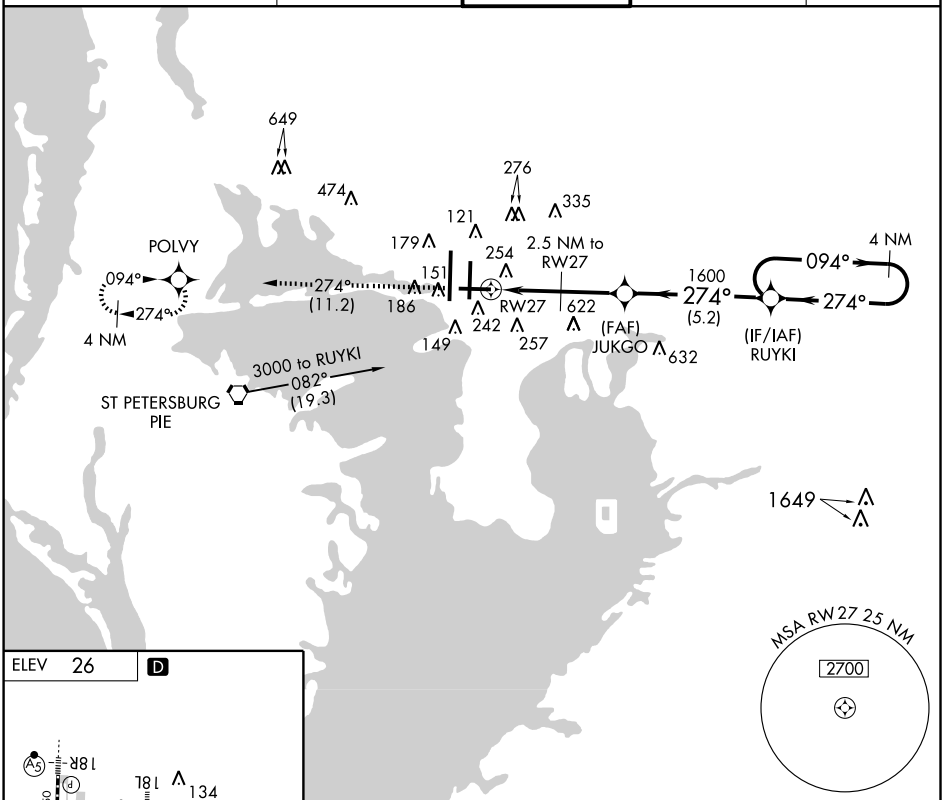
APP CRS	Rwy Idg	6999
274°	TDZE	26
	Apt Elev	26

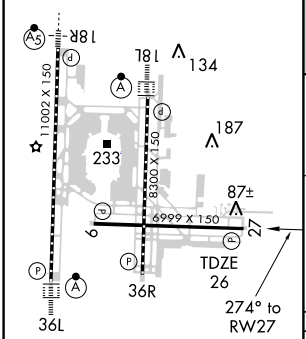
NA

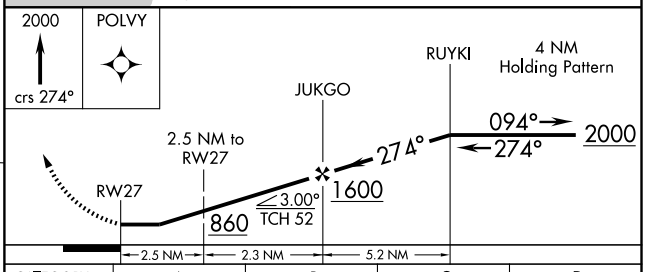
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 274° course to POLVY WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	10800
CH 50406	004°	TDZE	11
W36A		Apt Elev	26

RNAV (GPS) RWY 36L

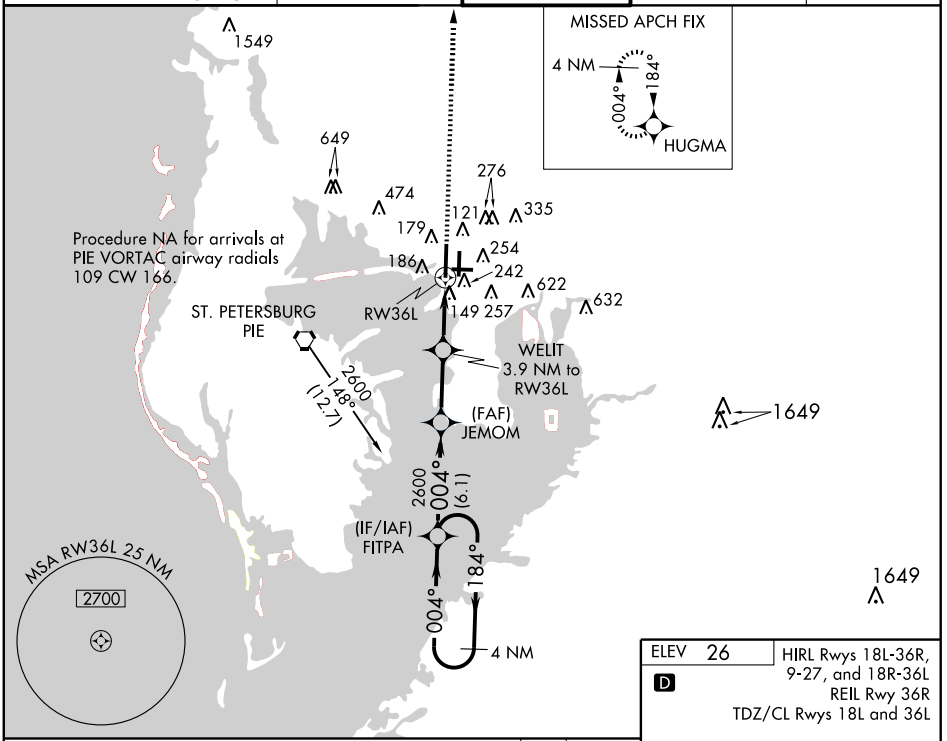
TAMPA INTL (TPA)

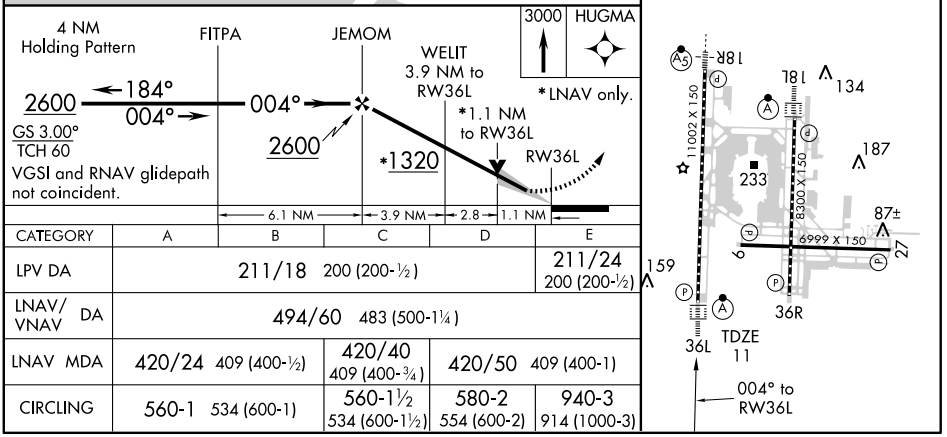
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1¾ mile, and increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½ mile. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HUGMA and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D	E
LPV DA	211/18 200 (200-½)				211/24 200 (200-½)
LNAV/VNAV DA	494/60 483 (500-1¼)				
LNAV MDA	420/24 409 (400-½)		420/40 409 (400-¾)	420/50 409 (400-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

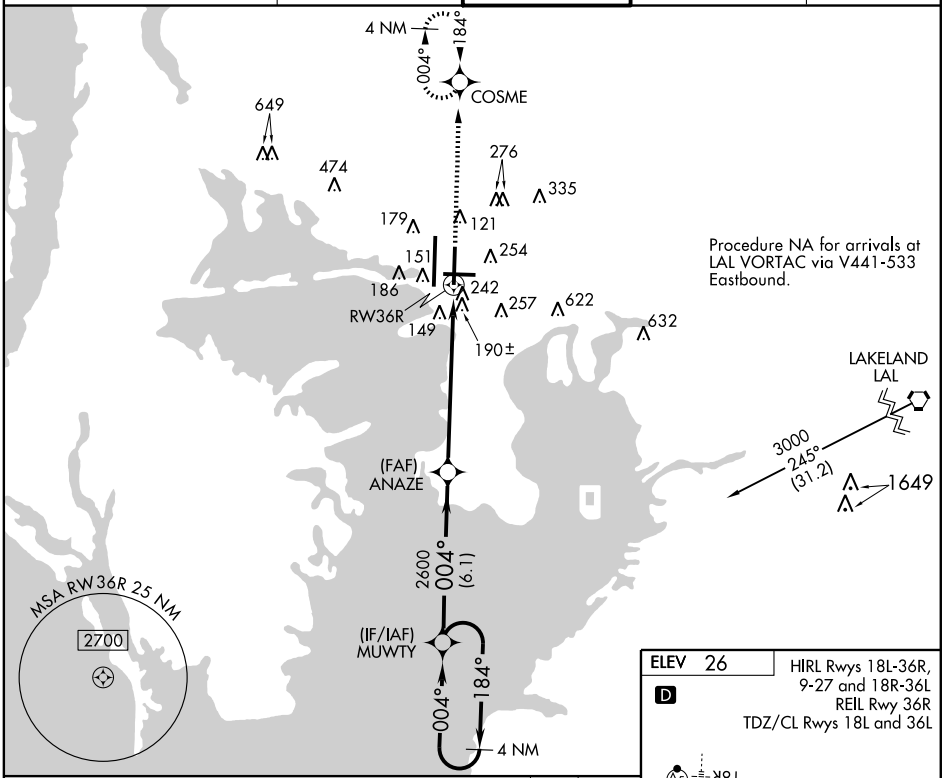
WAAS	APP CRS	Rwy Idg	8300
CH 87105	004°	TDZE	20
W36B		Apt Elev	26

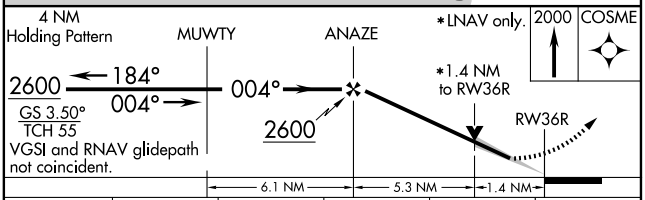
RNAV (GPS) RWY 36R
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct COSME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

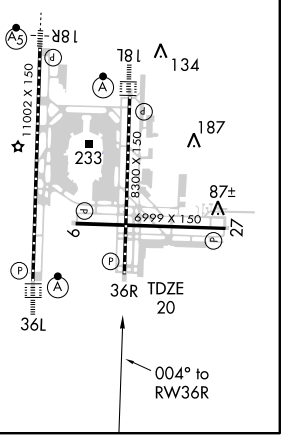




CATEGORY	A	B	C	D	E
LPV DA	303-¾	283 (300-¾)	303-1 283 (300-1)	NA	NA
LNAV/VNAV DA	610-1¾	590 (600-1¾)		NA	NA
LNAV MDA	540-1	520 (600-1)	540-1½ 520 (600-1½)	540-1¾	520 (600-1¾)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26
D

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	8300
CH 49100	184°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) Z RWY 18L

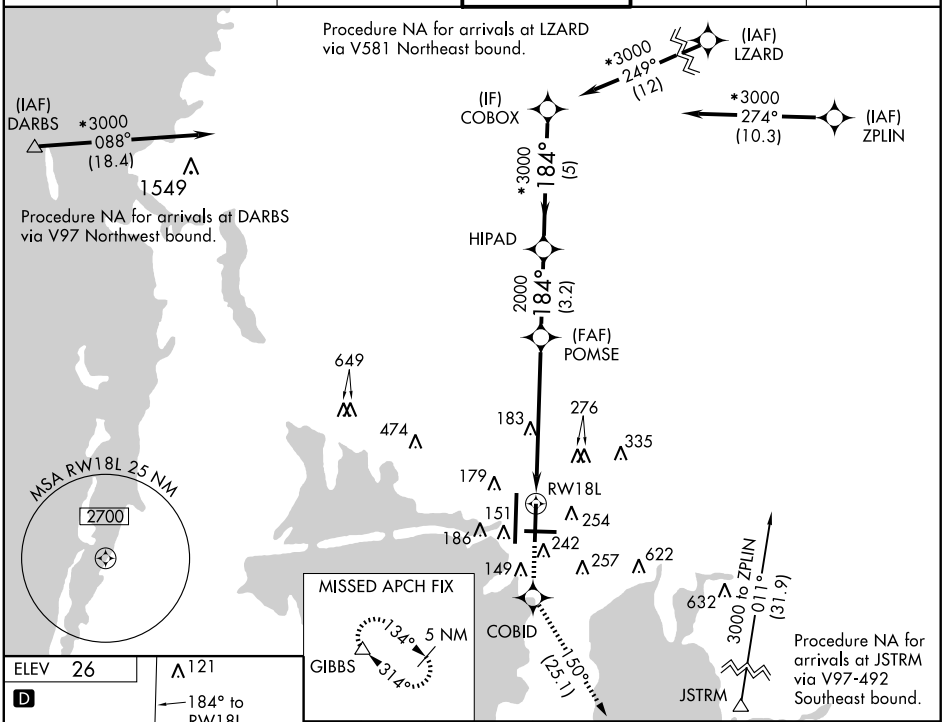
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

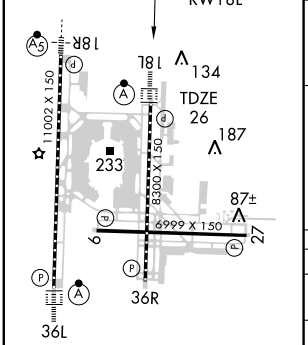
MISSED APPROACH: Climb to 2800 direct COBID and via 150° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

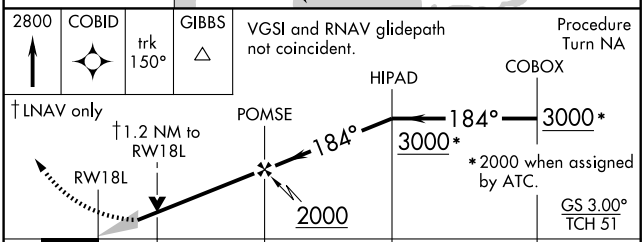


ELEV 26

D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L



CATEGORY	A	B	C	D
LPV DA	291/24 265 (300-½)			
LNAV/VNAV DA	519/60 493 (500-1¼)			
LNAV MDA	480/24 454 (500-½)		480/40 454 (500-¾)	480/50 454 (500-1)
CIRCLING	560-1¾ 534 (600-1¾)			580-2 554 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Y RWY 18L

TAMPA INTL (TPA)

APP CRS	Rwy Idg	8300
184°	TDZE	26
	Apt Elev	26

T A NA — For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.23 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 48°C (120°F). GPS Required.

ALSF-2

MISSED APPROACH: Climb to 2800 via 184° track to CUPUL, 147° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

Procedure NA for arrivals at DARBS via V97 Northwest bound.

3000 088° (18.4)

(IAF) DARBS 7000

Procedure NA for arrivals at LZARD via V581 Northeast bound.

3000 249° (12)

(IAF) LZARD 5000

3000 274° (10.3)

(IAF) ZPLIN MAX 210 KIAS 3000

(IF) COBOX MAX 180 KIAS 3000

3000 184° (5)

HIPAD

2000 184° (3.2)

(FAF) POMSE

MSA RW18L 25 NM 2700

649 474 183 276 335 179 151 254 186 242 149 257 622 632

RW18L

184° (5.9)

3000 to ZPLIN 011° (31.9)

MISSED APCH FIX

GIBBS 134° 5 NM 314°

CUPUL

147° (23.1)

JSTRM 10900

Procedure NA for arrivals at JSTRM via V97-492 Southeast bound.

1649

ELEV 26

D

121 184° to RW18L 63±

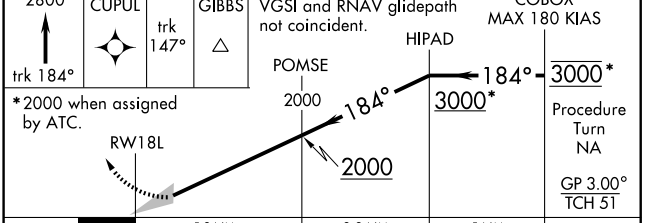
18R 18L 134 TDZE 26 187 87± 233 11002 X 150 8300 X 150 6999 X 150 6 27 36L 36R

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

2800 trk 184°	CUPUL	trk 147°	GIBBS

VGSI and RNAV glidepath not coincident.

*2000 when assigned by ATC.



CATEGORY	A	B	C	D
RNP 0.11 DA	329/24	303 (400-½)		
RNP 0.23 DA	356/40	330 (400-¾)		
RNP 0.30 DA	423/50	397 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

SYKES THREE DEPARTURE (RNAV) (SYKES3.SYKES) 10154

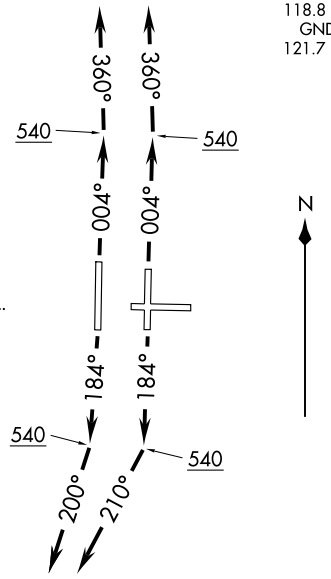
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

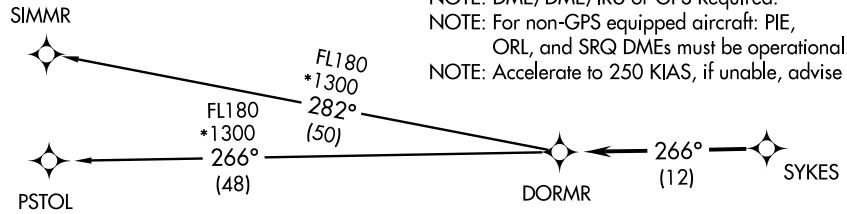
PSTOL TRANSITION (SYKES3.PSTOL):
SIMMR TRANSITION (SYKES3.SIMMR):

ATIS DEP 128.475
TAMPA TOWER 119.5 269.4
CLNC DEL 133.6
TAMPA DEP CON 118.8 239.3
GND CON 121.7 269.4



TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL.
Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: PIE, ORL, and SRQ DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard.

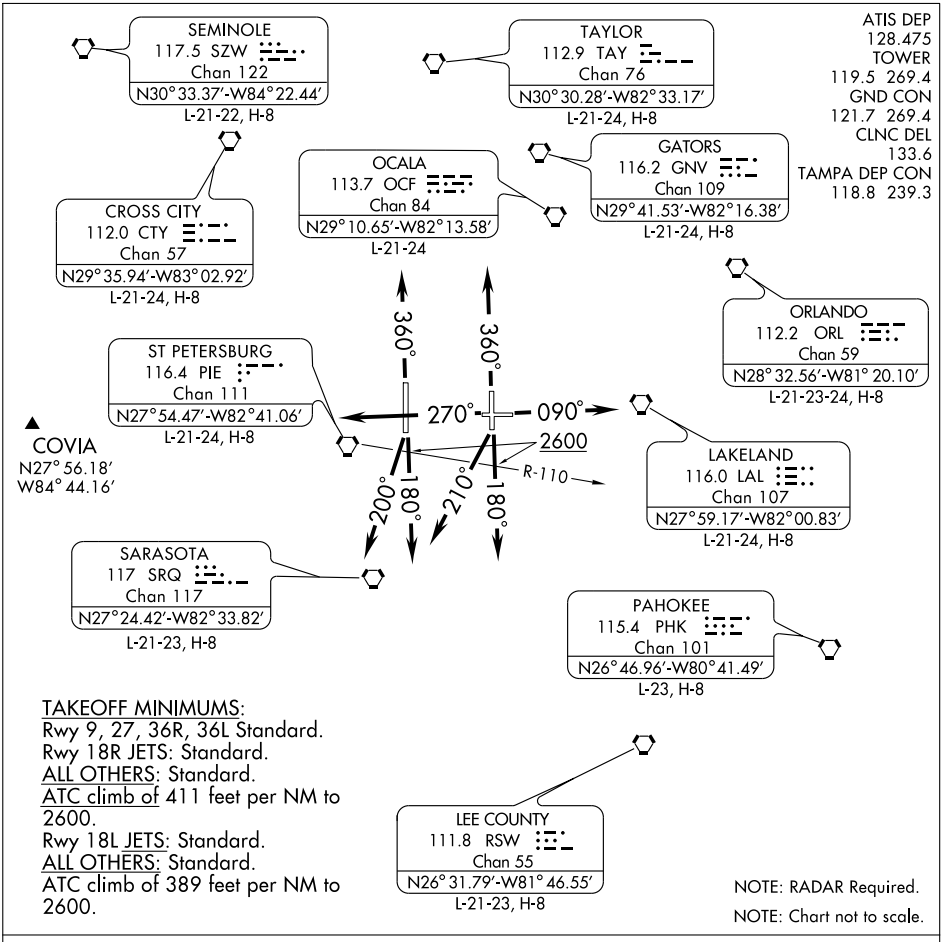
SYKES THREE DEPARTURE (RNAV) (SYKES3.SYKES) 10154

TAMPA, FLORIDA
TAMPA INTL (TPA)

TAMPA INTL (TPA)
TAMPA, FLORIDA

SL-416 (FAA)

TAMPA FOUR DEPARTURE



TAKEOFF MINIMUMS:
Rwy 9, 27, 36R, 36L Standard.
Rwy 18R JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 411 feet per NM to 2600.
Rwy 18L JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 389 feet per NM to 2600.

NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090°, Thence...
TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 18L: JETS: Climb heading 210°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 27: Climb heading 270°, Thence...
TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC. Thence...

Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS: Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TAKEOFF OBSTACLE NOTES:
Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline, 105 feet AGL/145 feet MSL.
Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left of centerline, up to 146 feet AGL/155 feet MSL.
Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL.
Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL.
Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

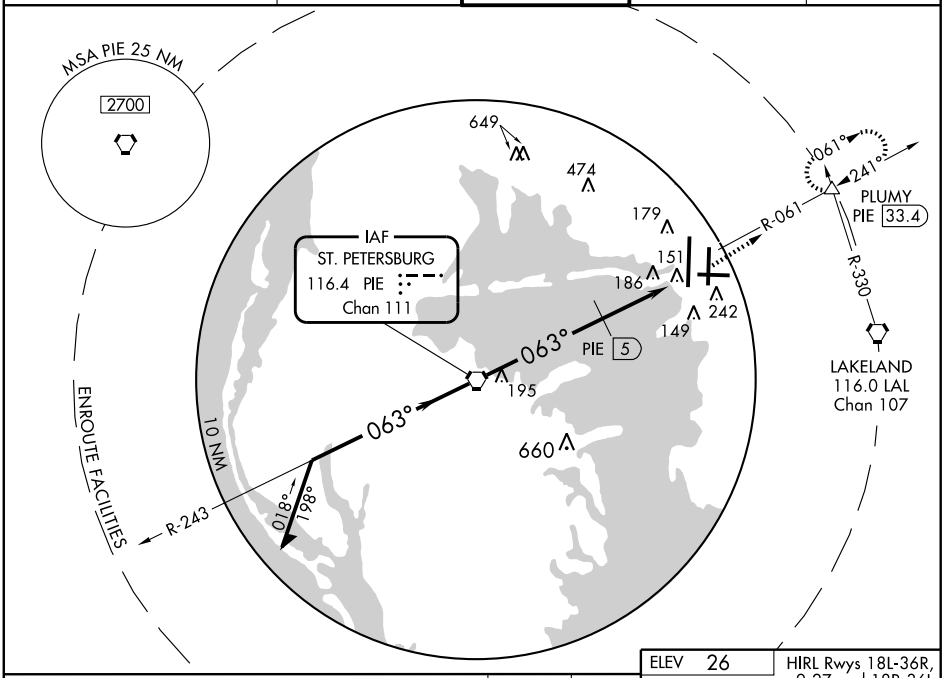
VORTAC PIE	APP CRS	Rwy Idg	6999
116.4	063°	TDZE	20
Chan 111		Apt Elev	26

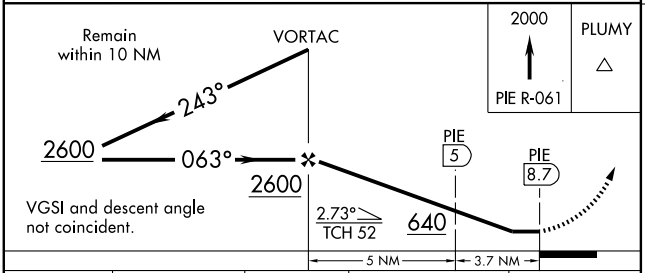
VOR RWY 9

TAMPA INTL (TPA)

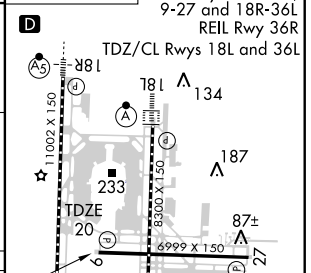
MISSED APPROACH: Climb to 2000 via PIE R-061 to PLUMY INT/33.4 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
S-9	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)
CIRCLING	640-1 614 (700-1)		640-1¾ 614 (700-1¾)	640-2 614 (700-2)
DME MINIMUMS				
S-9	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

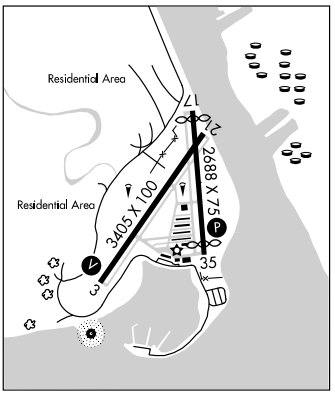


FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

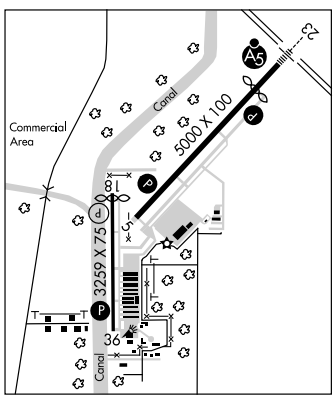
TAMPA

PETER O KNIGHT (TPF) 3 S UTC−5(−4DT) N27°54.93′ W82°26.96′ MIAMI
8 B S4 **FUEL** 100LL, JET A 0X 1, 2, 4 TPA—908(900) NOTAM FILE TPF L–21D, 24F
RWY 03–21: H3405X100 (ASPH) S–20 MIRL IAP
RWY 03: VASI(V4L)—GA 3.0° TCH 35′. Road. Rgt tfc.
RWY 21: REIL. Tank.
RWY 17–35: H2688X75 (ASPH) S–20 MIRL
RWY 17: Thld dsplcd 200′. Fence.
RWY 35: Thld dsplcd 200′. PAPI(P2R)—GA 3.0° TCH 34′. Road. Rgt tfc.



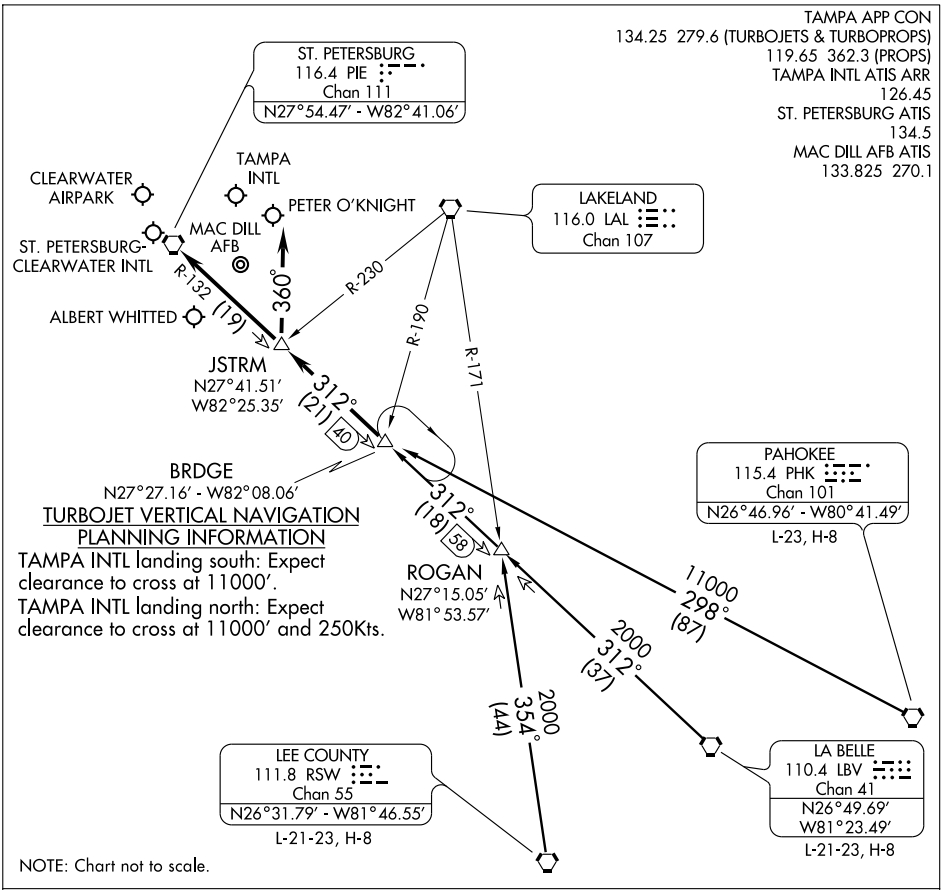
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–3405 TODA–3405 ASDA–3405 LDA–3230
RWY 17: TORA–2487 TODA–2487 ASDA–2487 LDA–2487
RWY 21: TORA–3405 TODA–3405 ASDA–3405 LDA–3405
RWY 35: TORA–2487 TODA–2487 ASDA–2600 LDA–2400
AIRPORT REMARKS: Attended 1200–0000Z‡. CAUTION—Gulls on and invof arpt. Be alert: MacDill AFB located 4 miles SW. Ship channel in apch to Rwy 17 and 21. Ocean going vessels in ship channel E. 200′ unlgtd, unmarked crane 0.5 NM N of AER 17. Twy E clsd to acft with wing spans in excess of 40 ft. ACTIVATE MIRL Rwy 03–21 and 17–35; VASI Rwy 03; REIL Rwy 21; and PAPI Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (813) 251–6824.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **TAMPA APP/DEP CON** 119.9 **CLNC DEL** 119.8(IFR)
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 087° 12.5 NM to fld. 9/01E. HIWAS.
KNIGHT NDB (MHW) 270 TPF N27°54.50′ W82°27.26′ at fld. NDB unusable byd 20 NM.
PICNY NDB (HW/LOM) 388 AM N27°51.68′ W82°32.76′ 060° 6.1 NM to fld. NOTAM FILE TPA.
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.

TAMPA EXECUTIVE (VDF) 6 E UTC−5(−4DT) N28°00.84′ W82°20.72′ JACKSONVILLE
22 B S4 **FUEL** 100LL, JET A NOTAM FILE VDF H–8H, L–21D, 24F
RWY 05–23: H5000X100 (ASPH) S–30 MIRL IAP, AD
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 23: MALSR. PAPI(P2L)—GA 3.10° TCH 40′. Thld dsplcd 800′. Road.
RWY 18–36: H3259X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4R)—GA 4.0° TCH 45′. Thld dsplcd 40′. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.40° TCH 43′. Pole.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5000 TODA–5000 ASDA–4600 LDA–4600
RWY 18: TORA–3259 TODA–3259 ASDA–3259 LDA–3219
RWY 23: TORA–5000 TODA–5000 ASDA–5000 LDA–4200
AIRPORT REMARKS: Attended 1200–0000Z‡. After hrs fuel and svcs avbl. Jet single point refueling and lavatory svcs avbl. Ctc FBO on-call attendant at 813–255–0291. PPR for tran acft 38,000 lbs or over. Ctc general aviation department at 813–870–8770. Noise abatement procedures in effect for Rwy 18. No turns until over interstate. No turns blo 400′ AGL. When departing Rwy 05 be alert for MALSR lgt fixture located 55 ft beyond rwy end and 9 ft above rwy end elevation. ACTIVATE MIRL Rwy 05–23 and Rwy 18–36, REIL Rwy 05, Rwy 18 and Rwy 36, PAPI Rwy 05, Rwy 23 and Rwy 36, MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (813) 630–0924.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TAMPA APP/DEP CON** 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 274° 17.7 NM to fld. 135/01E.
ILS/DME 111.35 I–VDF Chan 050(Y) Rwy 23.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

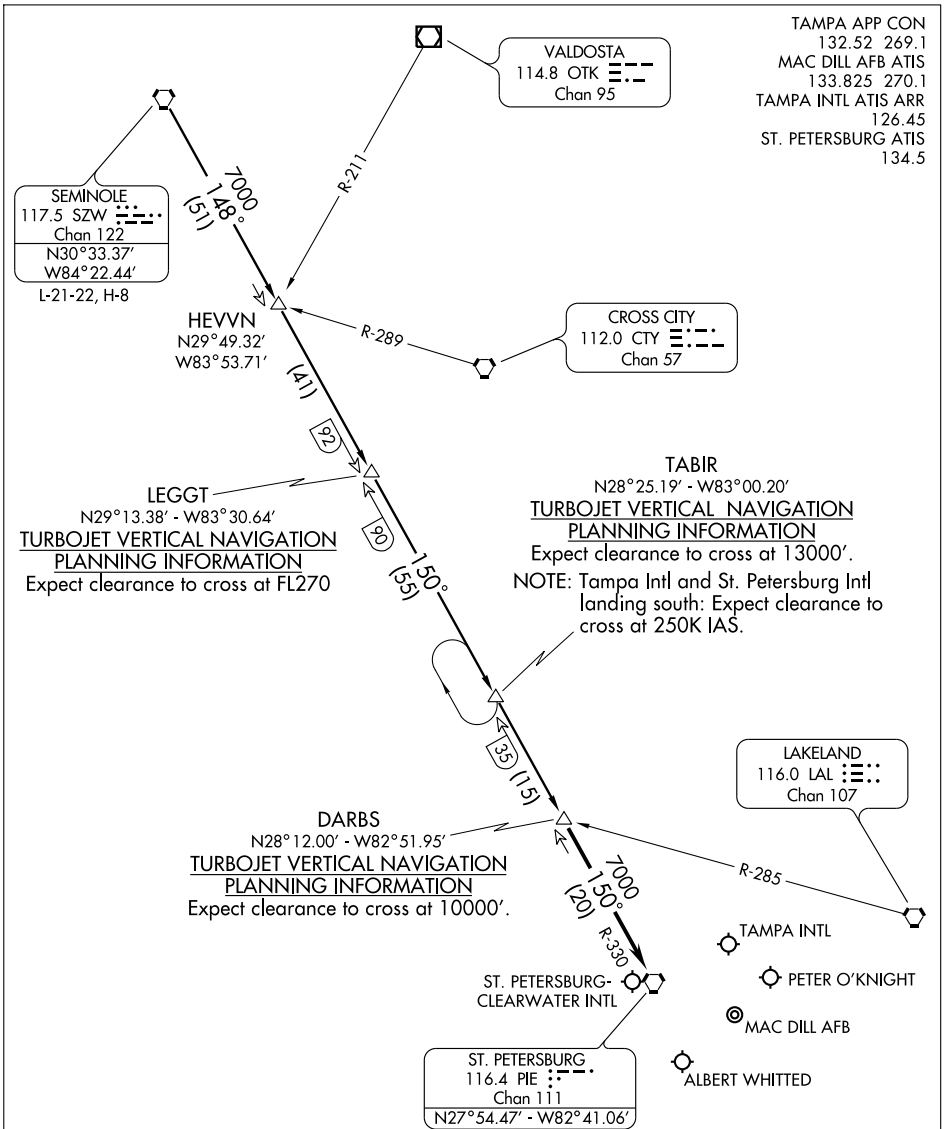
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) TAMPA, FLORIDA

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

DARBS ONE ARRIVAL (DARBS.DARBS1)

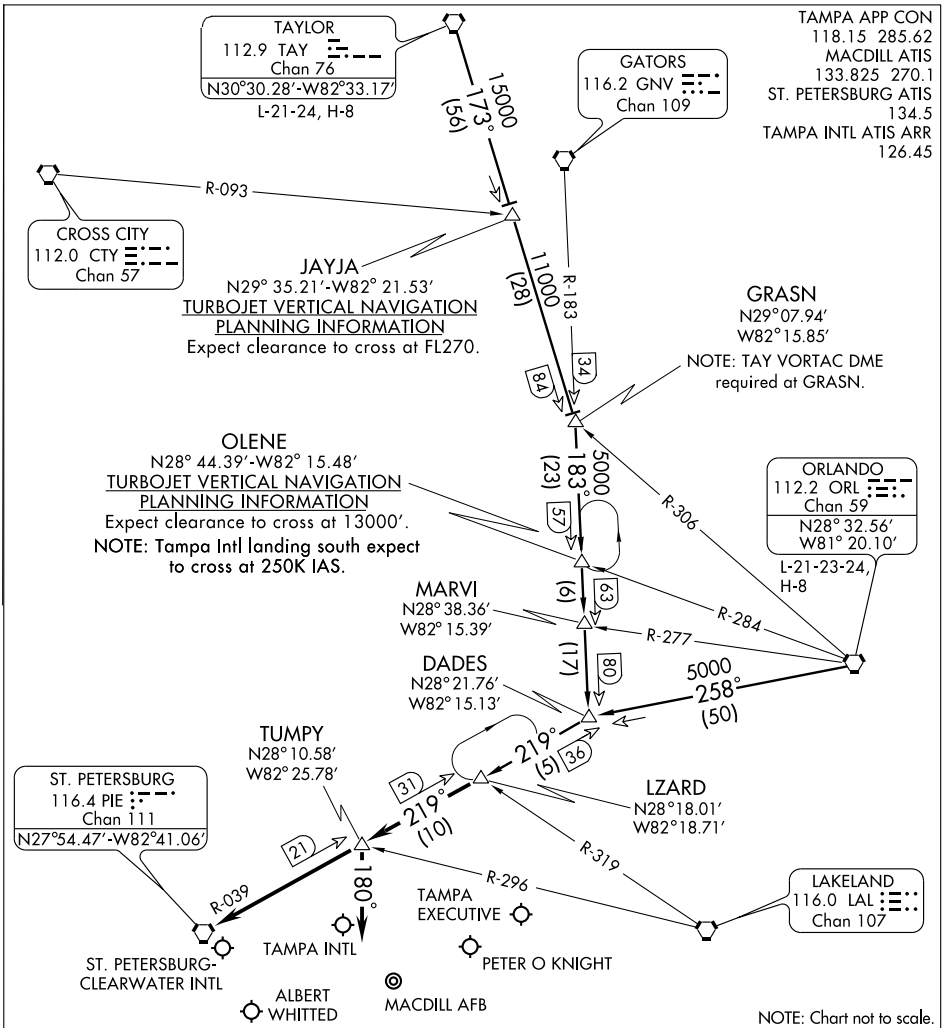
TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

NDB TPF	APP CRS	Rwy Idg	N/A
270	342°	TDZE	N/A
		Apt Elev	8

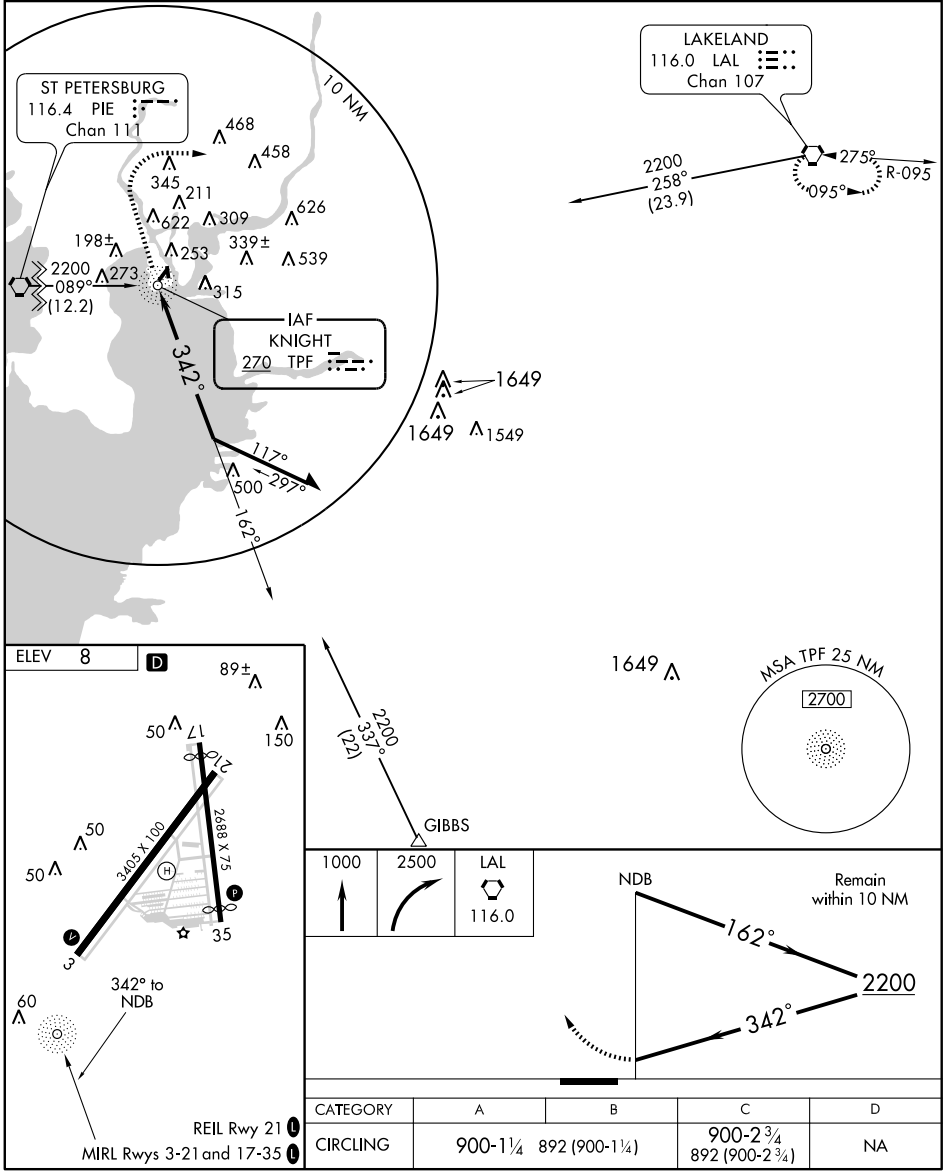
NDB-A

TAMPA/PETER O KNIGHT (TPF)

Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1¼ 892 (900-1¼)		900-2¾ 892 (900-2¾)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOM AM	APP CRS	Rwy Idg	3230
388	060°	TDZE	8
		Apt Elev	8

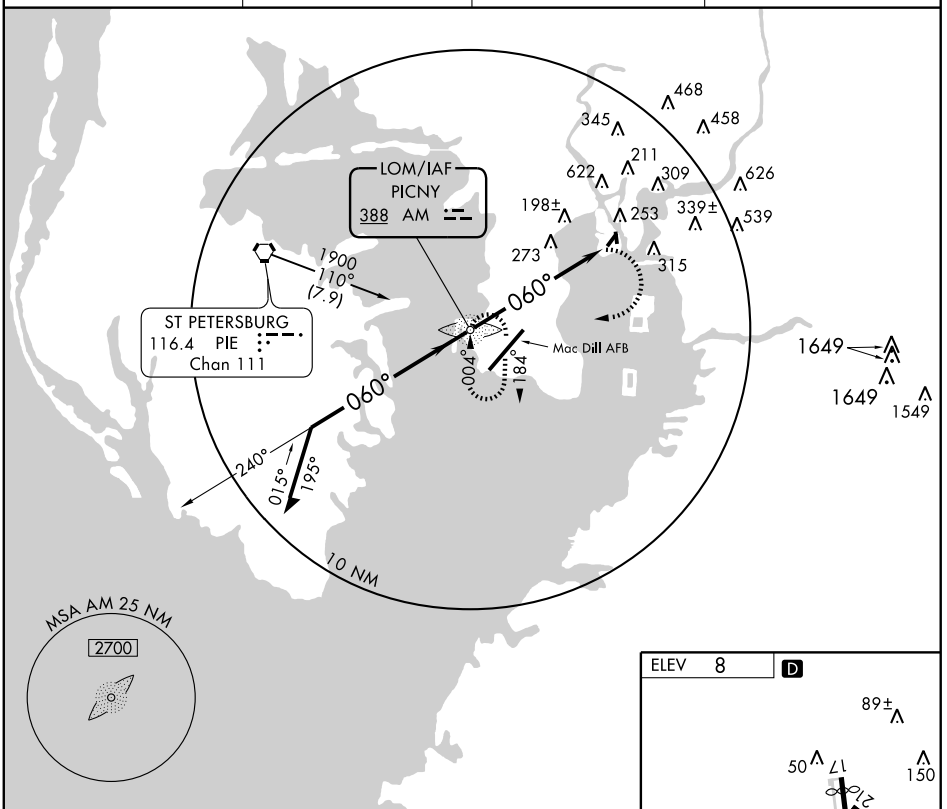
NDB RWY 3

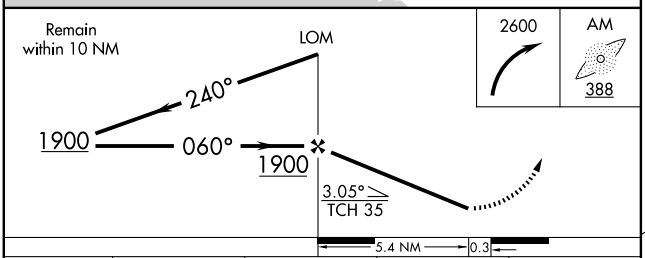
TAMPA/PETER O KNIGHT (TPF)

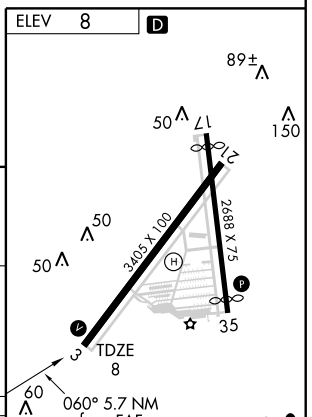
If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing right turn to 2600 direct PICNY LOM and hold, continue climb-in-hold to 2600.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	NA
CIRCLING	640-1 632 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3405
219°	TDZE	8
	Apt Elev	8

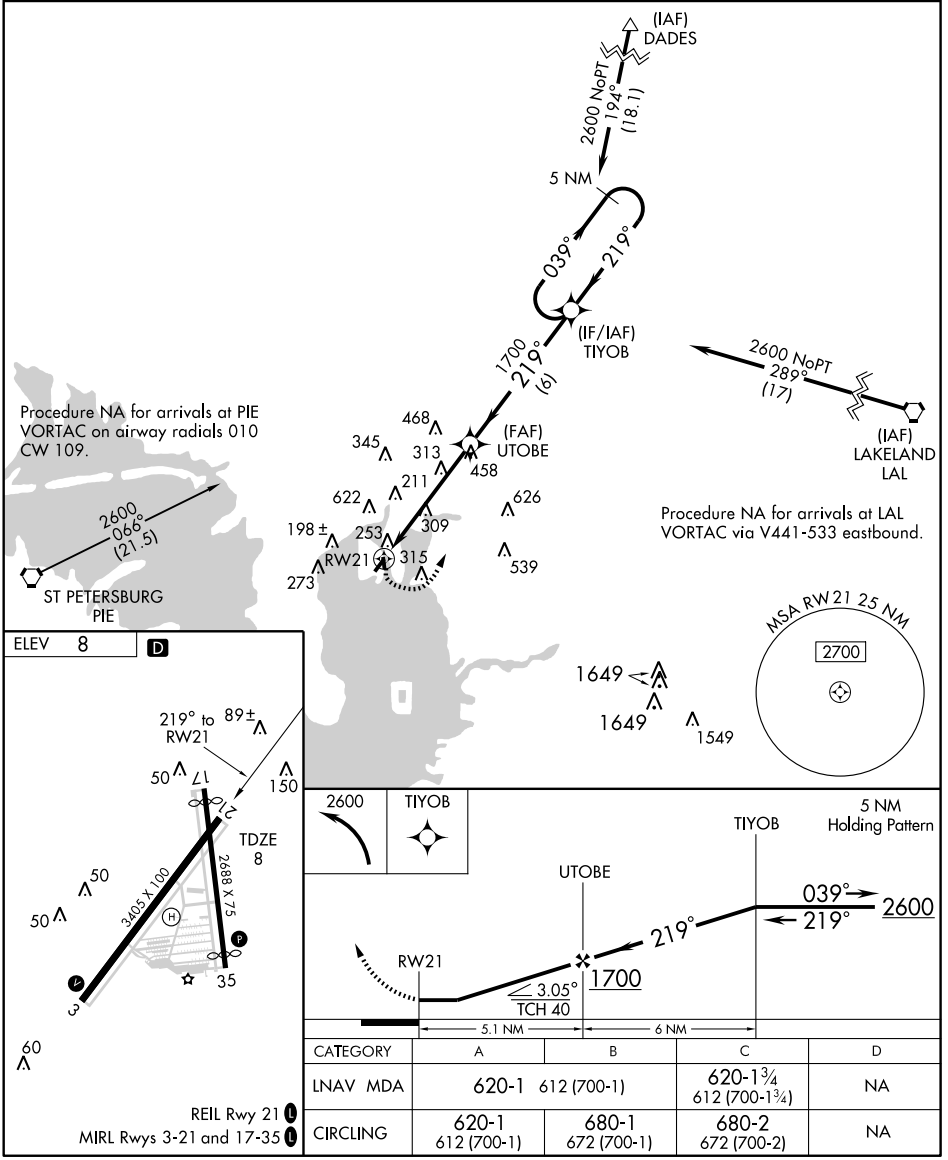
RNAV (GPS) RWY 21

TAMPA/PETER O KNIGHT (TPF)

If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 35 NA at night. Straight-in/circling Rwy 21 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing left turn to 2600 direct TIYOB and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 612 (700-1)		620-1¾ 612 (700-1¾)	NA
CIRCLING	620-1 612 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	2400
341°	TDZE	7
	Apt Elev	8

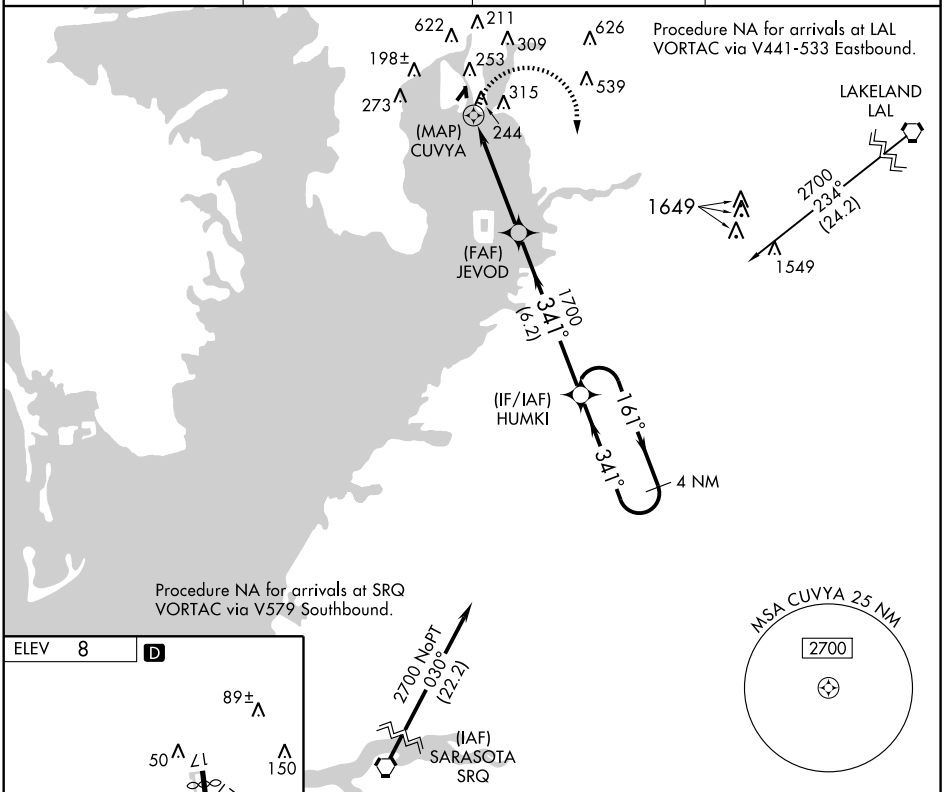
RNAV (GPS) RWY 35

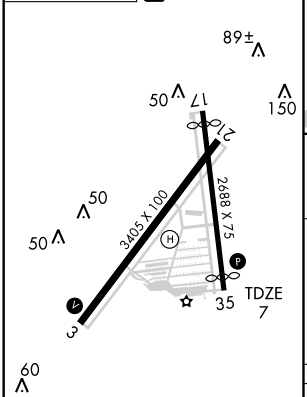
TAMPA/PETER O KNIGHT (TPF)

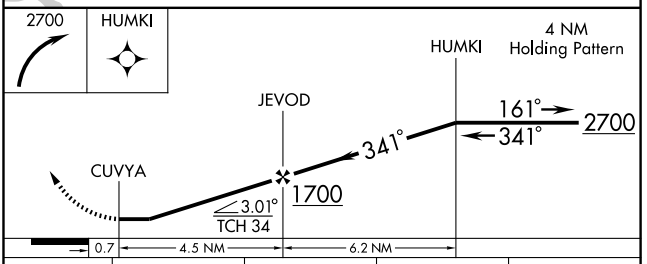
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Visibility reduction by helicopters NA. Circling to Rwy 17 NA. Circling to Rwy 21 NA at night. Circling NA NW of Rwy 21-3. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HUMKI and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 493 (500-1)		NA	
CIRCLING	560-1 552 (600-1)	680-1 672 (700-1)	NA	

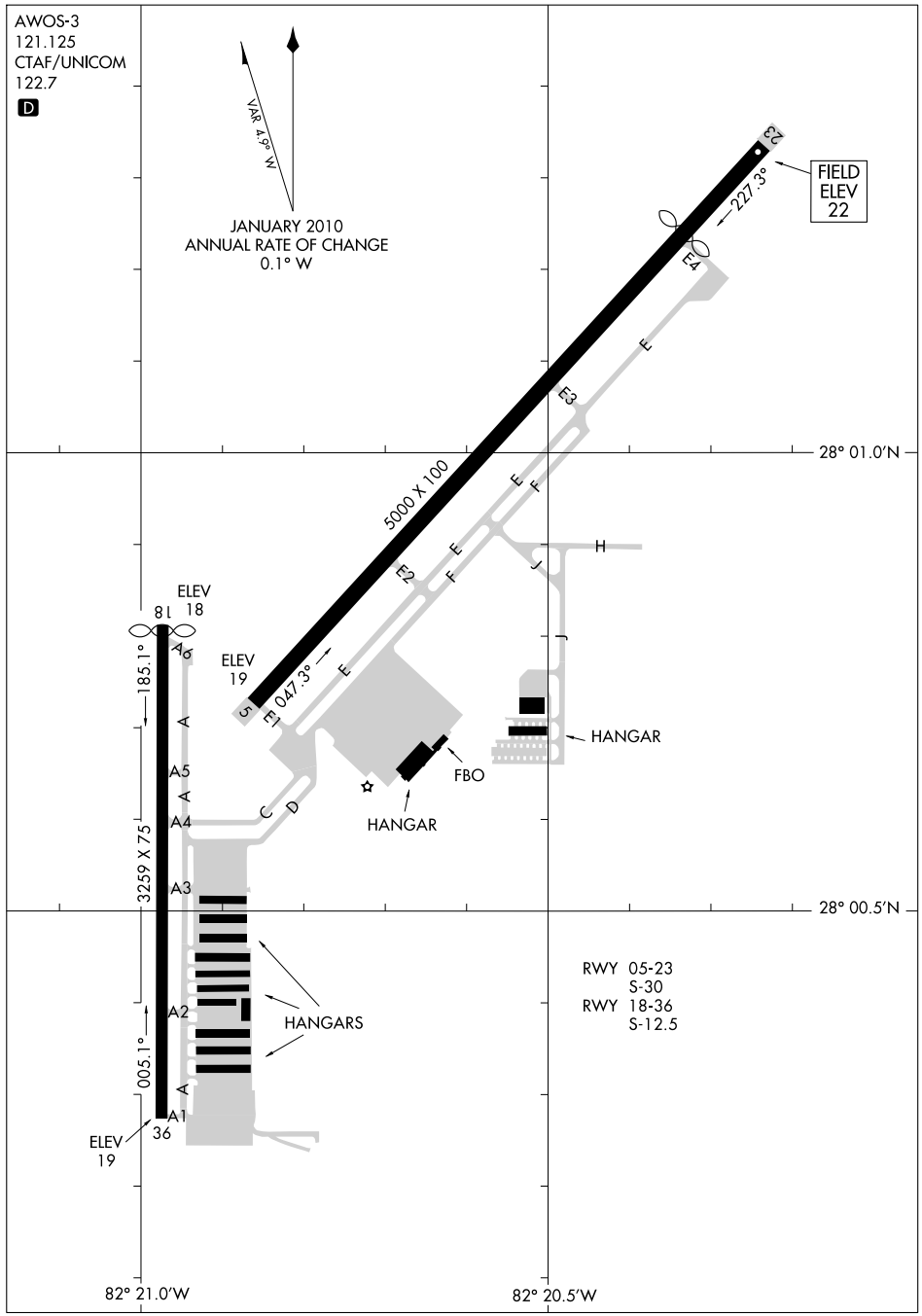
REIL Rwy 21 L
MIRL Rwys 3-21 and 17-35 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-9241 (FAA)

TAMPA EXECUTIVE (VDF)
TAMPA, FLORIDA



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

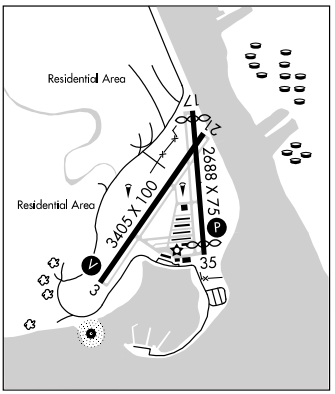
AIRPORT DIAGRAM

TAMPA, FLORIDA
TAMPA EXECUTIVE (VDF)

10210

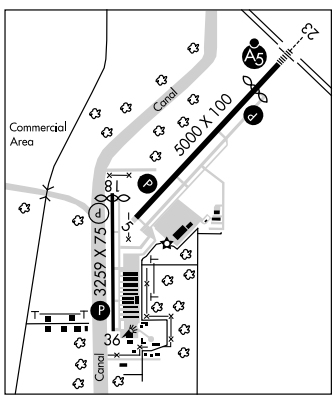
TAMPA

PETER O KNIGHT (TPF) 3 S UTC−5(−4DT) N27°54.93′ W82°26.96′ MIAMI
8 B S4 **FUEL** 100LL, JET A 0X 1, 2, 4 TPA—908(900) NOTAM FILE TPF L–21D, 24F
RWY 03–21: H3405X100 (ASPH) S–20 MIRL IAP
RWY 03: VASI(V4L)—GA 3.0° TCH 35′. Road. Rgt tfc.
RWY 21: REIL. Tank.
RWY 17–35: H2688X75 (ASPH) S–20 MIRL
RWY 17: Thld dsplcd 200′. Fence.
RWY 35: Thld dsplcd 200′. PAPI(P2R)—GA 3.0° TCH 34′. Road. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–3405 TODA–3405 ASDA–3405 LDA–3230
RWY 17: TORA–2487 TODA–2487 ASDA–2487 LDA–2487
RWY 21: TORA–3405 TODA–3405 ASDA–3405 LDA–3405
RWY 35: TORA–2487 TODA–2487 ASDA–2600 LDA–2400
AIRPORT REMARKS: Attended 1200–0000Z‡. CAUTION—Gulls on and invof arpt. Be alert: MacDill AFB located 4 miles SW. Ship channel in apch to Rwy 17 and 21. Ocean going vessels in ship channel E. 200′ unlgtd, unmarked crane 0.5 NM N of AER 17. Twy E clsd to acft with wing spans in excess of 40 ft. ACTIVATE MIRL Rwy 03–21 and 17–35; VASI Rwy 03; REIL Rwy 21; and PAPI Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (813) 251–6824.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **TAMPA APP/DEP CON** 119.9 **CLNC DEL** 119.8(IFR)
RADIO AIDS TO NAVIGATION: NOTAM FILE PIE.
ST. PETERSBURG (H) VORTAC 116.4 PIE Chan 111 N27°54.47′ W82°41.06′ 087° 12.5 NM to fld. 9/01E. HIWAS.
KNIGHT NDB (MHW) 270 TPF N27°54.50′ W82°27.26′ at fld. NDB unusable byd 20 NM.
PICNY NDB (HW/LOM) 388 AM N27°51.68′ W82°32.76′ 060° 6.1 NM to fld. NOTAM FILE TPA.
COMM/NAV/WEATHER REMARKS: HIWAS unusable 330°–151° byd 25 NM blo 5000′.

TAMPA EXECUTIVE (VDF) 6 E UTC−5(−4DT) N28°00.84′ W82°20.72′ JACKSONVILLE
22 B S4 **FUEL** 100LL, JET A NOTAM FILE VDF H–8H, L–21D, 24F
RWY 05–23: H5000X100 (ASPH) S–30 MIRL IAP, AD
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 23: MALSR. PAPI(P2L)—GA 3.10° TCH 40′. Thld dsplcd 800′. Road.
RWY 18–36: H3259X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4R)—GA 4.0° TCH 45′. Thld dsplcd 40′. Trees.
RWY 36: REIL. PAPI(P2L)—GA 3.40° TCH 43′. Pole.

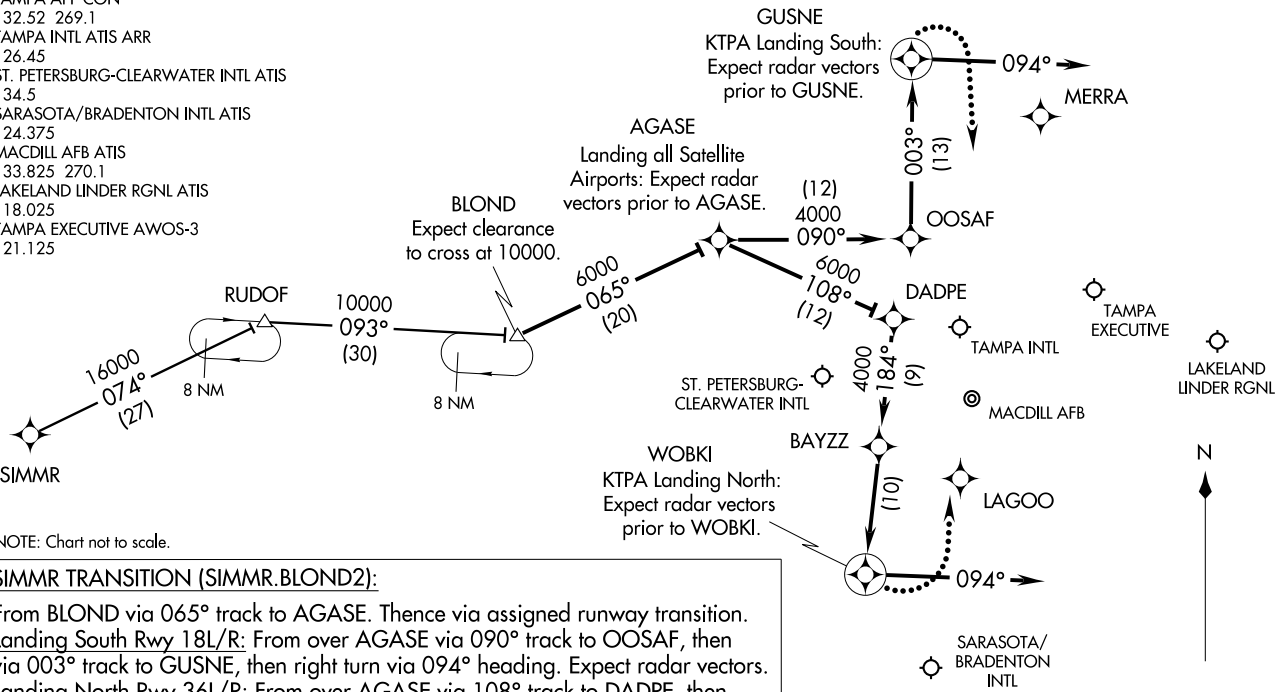


RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–5000 TODA–5000 ASDA–4600 LDA–4600
RWY 18: TORA–3259 TODA–3259 ASDA–3259 LDA–3219
RWY 23: TORA–5000 TODA–5000 ASDA–5000 LDA–4200
AIRPORT REMARKS: Attended 1200–0000Z‡. After hrs fuel and svcs avbl. Jet single point refueling and lavatory svcs avbl. Ctc FBO on-call attendant at 813–255–0291. PPR for tran acft 38,000 lbs or over. Ctc general aviation department at 813–870–8770. Noise abatement procedures in effect for Rwy 18. No turns until over interstate. No turns blo 400′ AGL. When departing Rwy 05 be alert for MALSR lgt fixture located 55 ft beyond rwy end and 9 ft above rwy end elevation. ACTIVATE MIRL Rwy 05–23 and Rwy 18–36, REIL Rwy 05, Rwy 18 and Rwy 36, PAPI Rwy 05, Rwy 23 and Rwy 36, MALSR Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (813) 630–0924.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TAMPA APP/DEP CON** 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 274° 17.7 NM to fld. 135/01E.
ILS/DME 111.35 I–VDF Chan 050(Y) Rwy 23.

BLOND TWO ARRIVAL (RNAV)

(BLOND.BLOND2) 10098

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BLOND TWO ARRIVAL (RNAV)
(BLOND.BLOND2) 10098

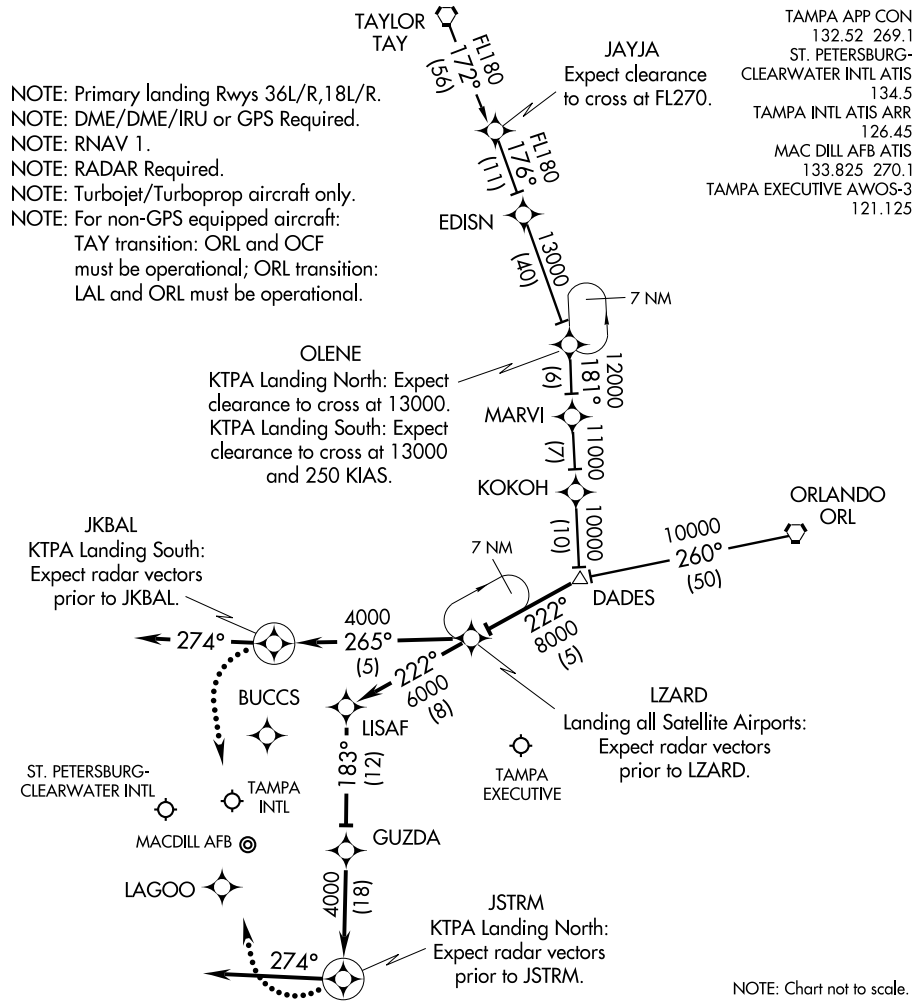
ST-416 (FAA)

TAMPA, FLORIDA

TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

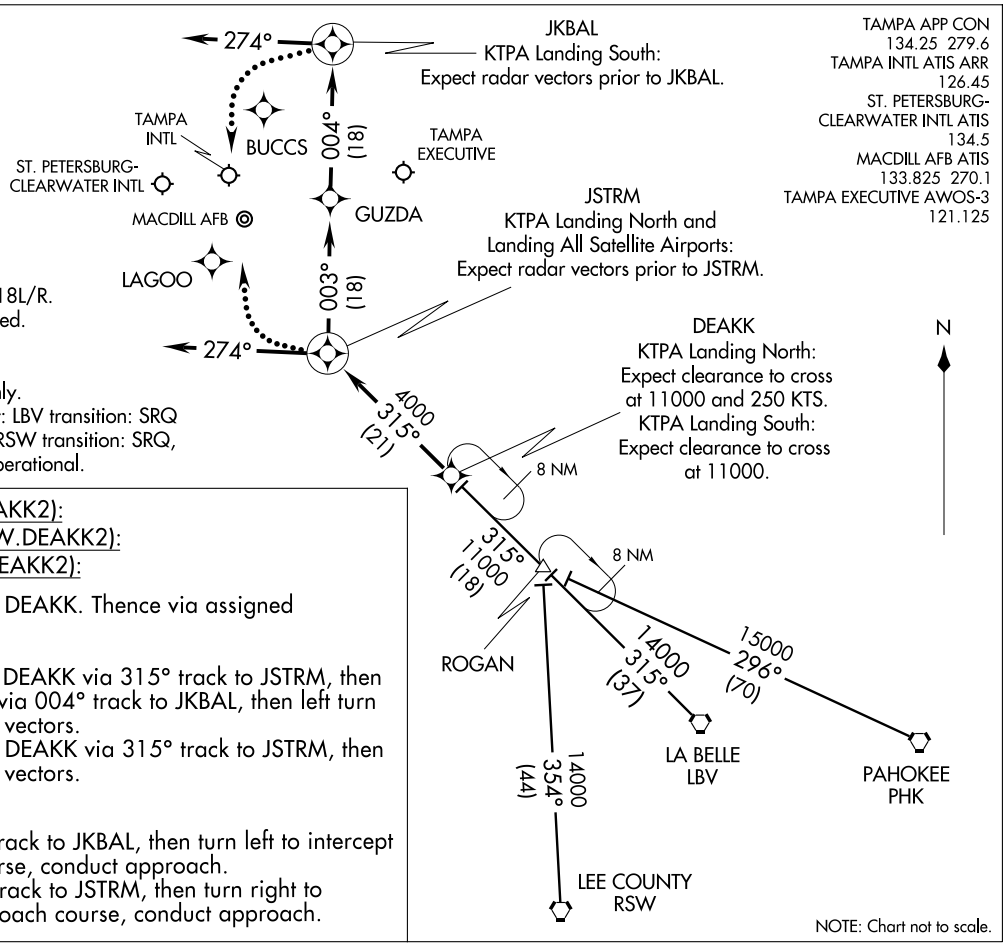
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DEAKK TWO ARRIVAL (RNAV)

(DEAKK.DEAKK2) 10098



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

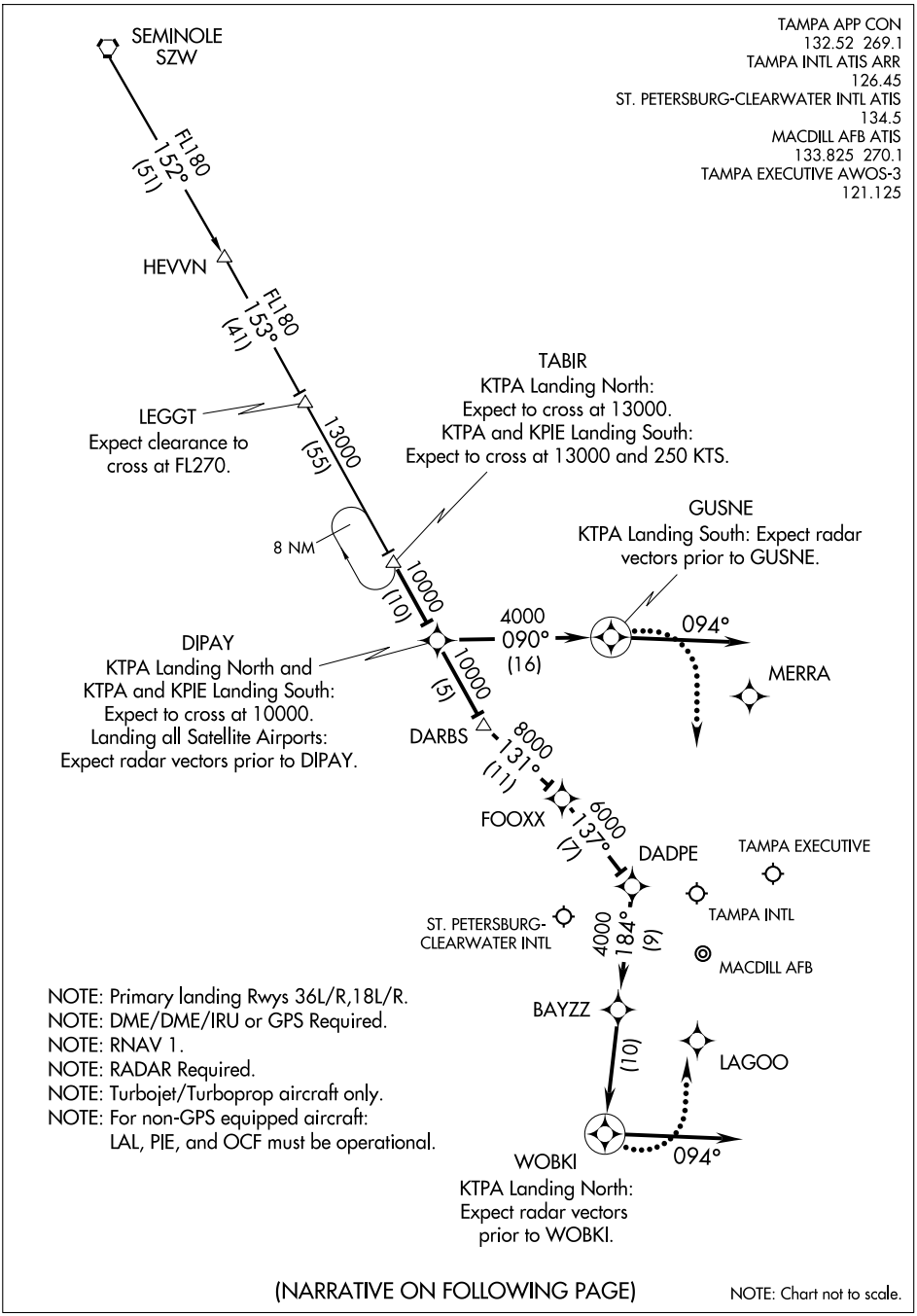
DEAKK TWO ARRIVAL (RNAV)
(DEAKK.DEAKK2) 10098

ST-416 (FAA)

TAMPA, FLORIDA

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA

(FOOXX.FOOXX2) 10098

SE-3, 23 SEP 2010 to 21 OCT 2010

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-VDF	APP CRS	Rwy Idg 4200
111.35	226°	TDZE 21
Chan 50 (Y)		Apt Elev 22

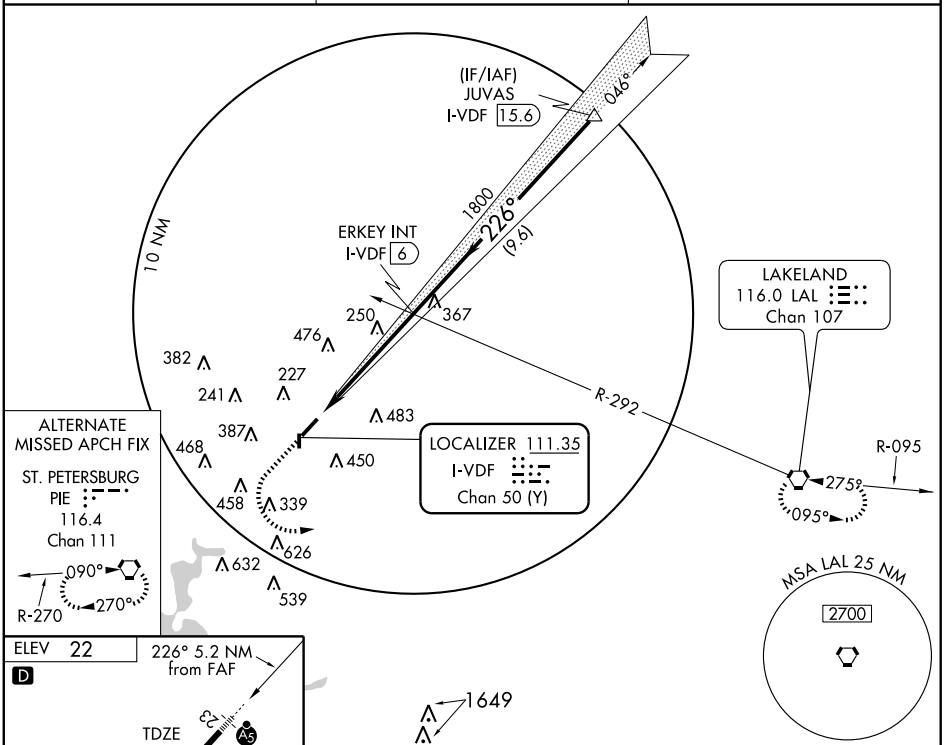
ILS or LOC RWY 23
TAMPA EXECUTIVE (VDF)

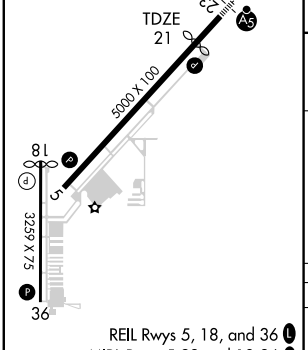
If local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 305, and all MDAs 40 feet. For inoperative MALSR, increase S-LOC 23 Cat A and B visibility to 1. VDP NA when using Tampa Intl altimeter setting.

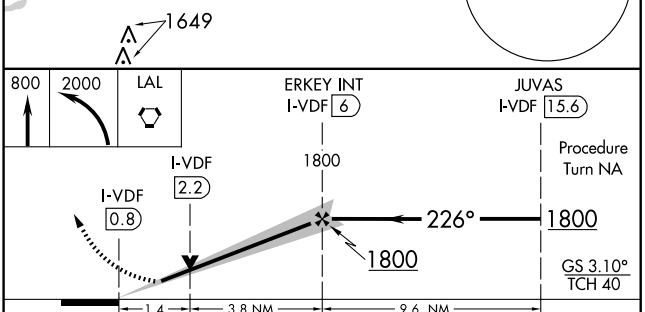
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L







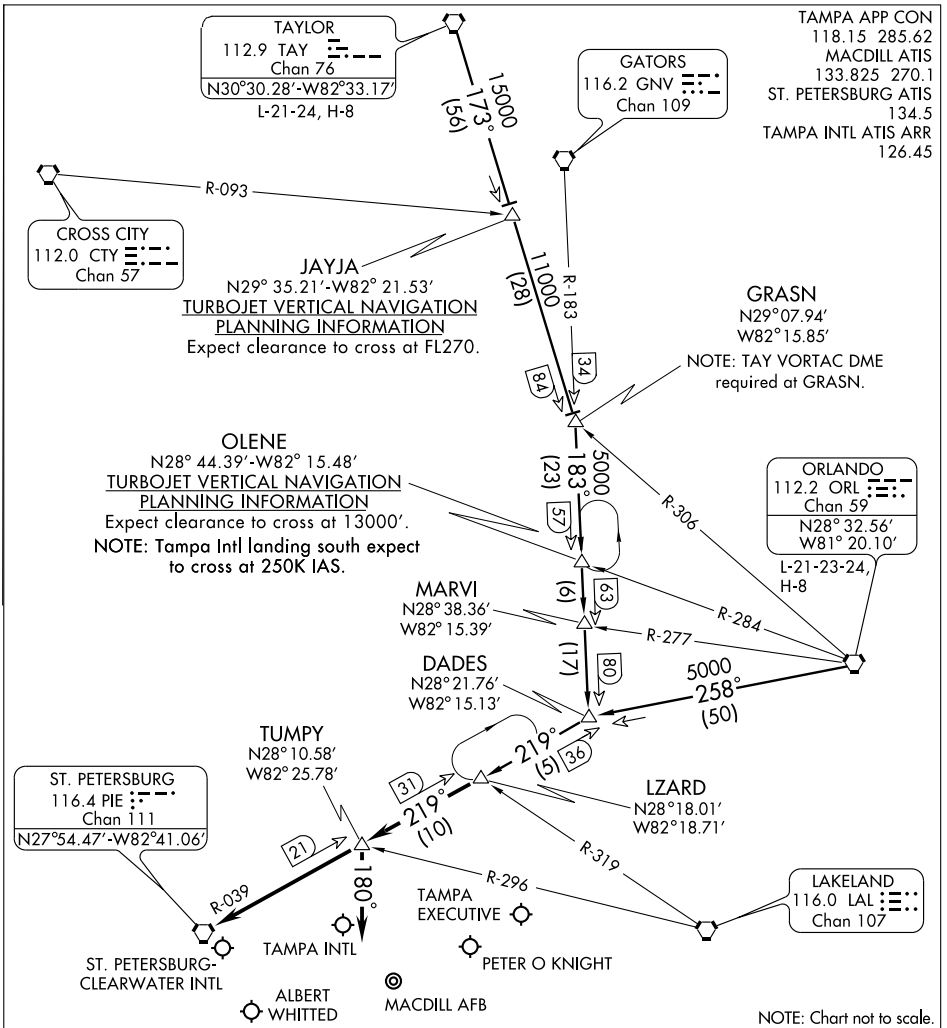
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 23	280-¾ 259 (300-¾)			NA
S-LOC 23	500-¾ 479 (500-¾)			NA
CIRCLING	540-1 518 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 18

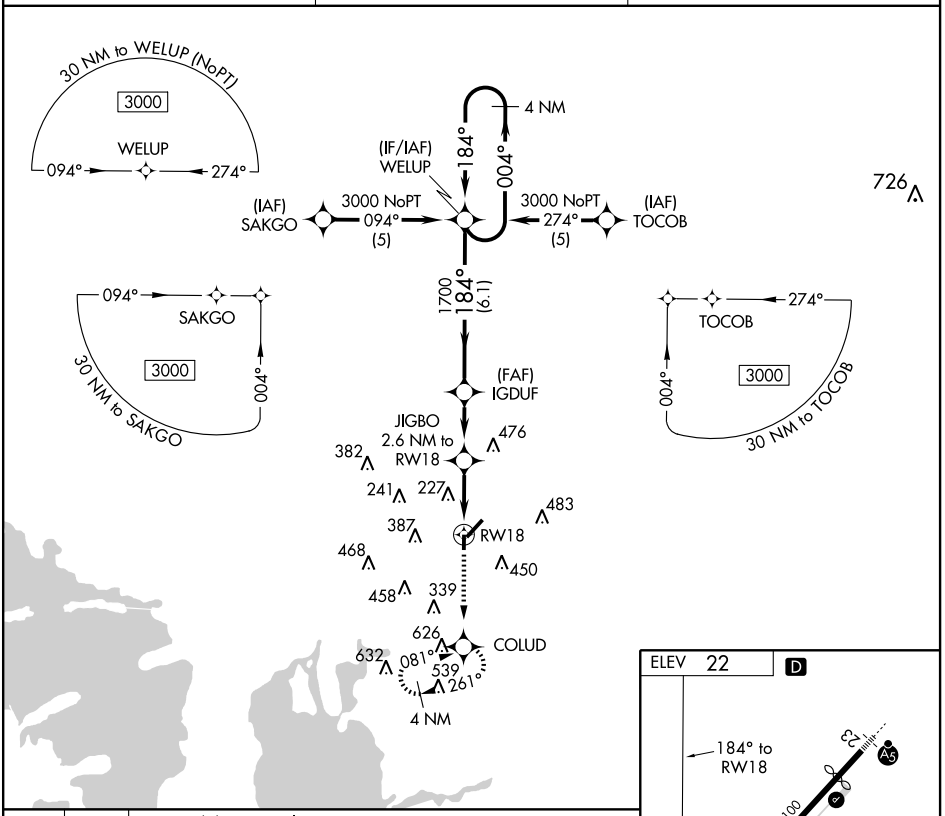
TAMPA EXECUTIVE (VDF)

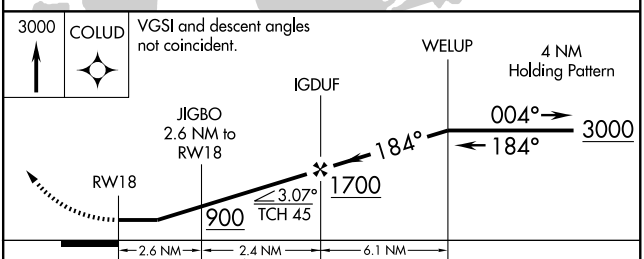
APP CRS	Rwy Idg	3219
184°	TDZE	19
	Apt Elev	22

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Increase Circling Cat B visibility ¼ mile.

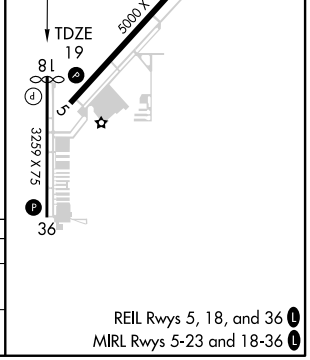
MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	NA	
CIRCLING	580-1 558 (600-1)	760-1 738 (800-1)	NA	



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4200
CH 78100	226°	TDZE	21
W23A		Apt Elev	22

RNAV (GPS) RWY 23

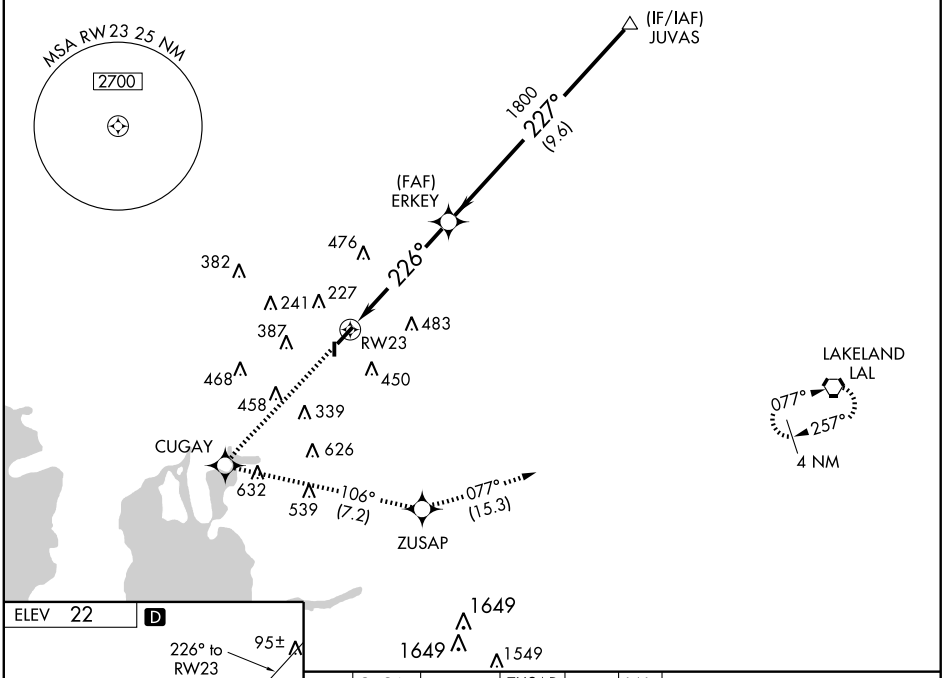
TAMPA EXECUTIVE (VDF)

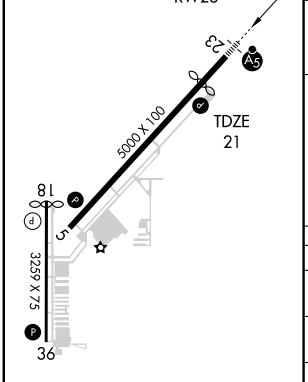
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 343, LNAV/VNAV DA to 532, and all MDAs 40 feet. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1, and LNAV Cat A and B visibility to 1.

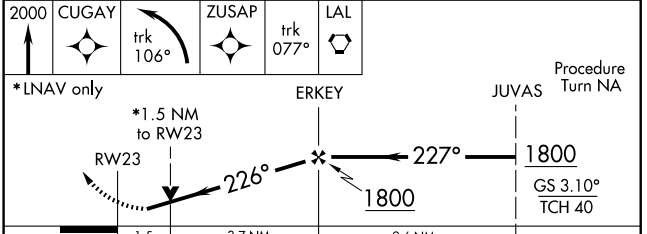
MALSR

MISSED APPROACH: Climb to 2000 direct CUGAY and left turn via 106° track to ZUSAP and 077° track to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L







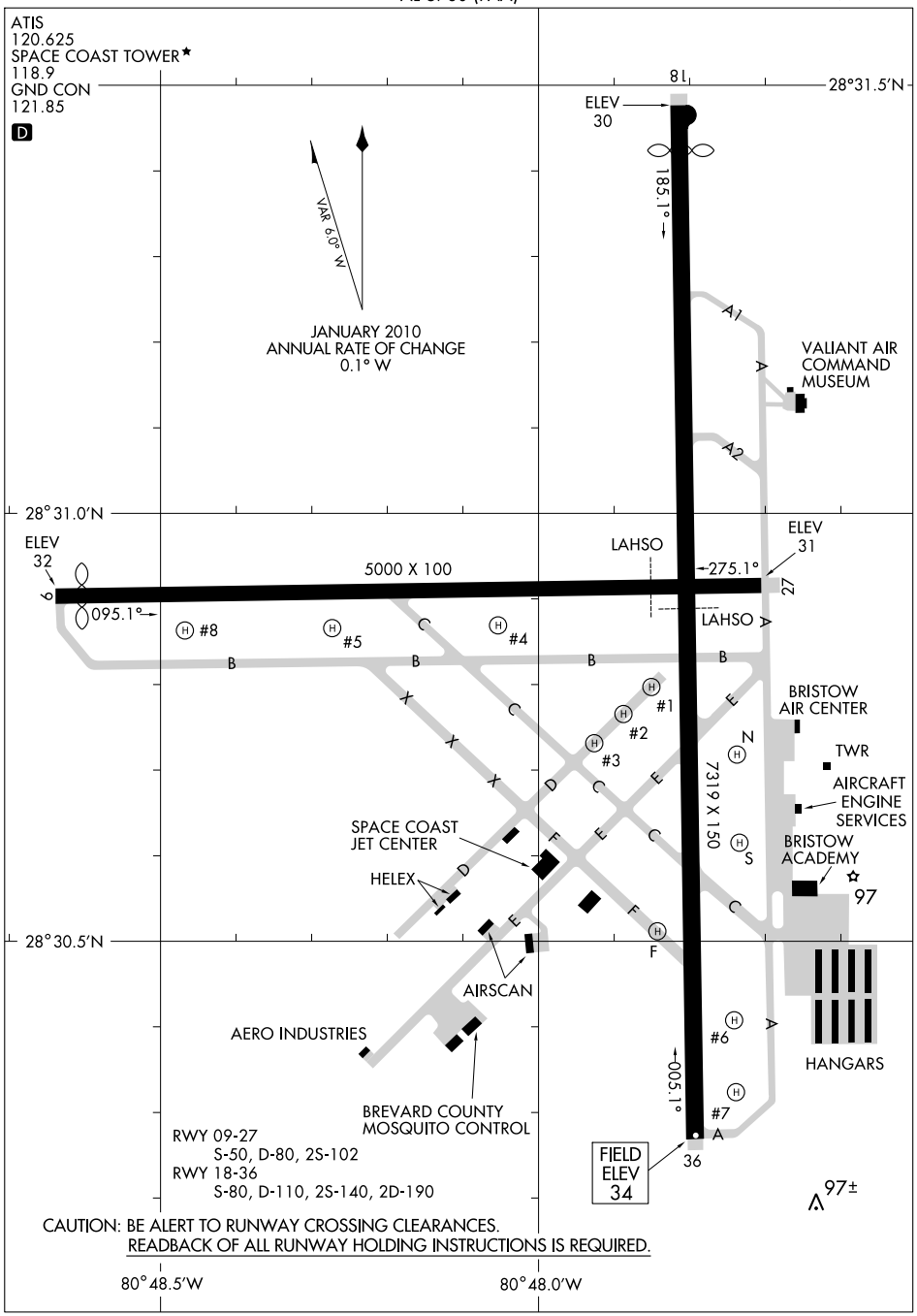
CATEGORY	A	B	C	D
LPV DA	318-¾ 297 (300-¾)			NA
LNAV/VNAV DA	507-1¼ 486 (500-1¼)			NA
LNAV MDA	540-¾ 519 (600-¾)		540-1 519 (600-1)	NA
CIRCLING	540-1¾ 518 (600-1¾)	760-1¾ 738 (800-1¾)	760-2 738 (800-2)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5760 (FAA)

TITUSVILLE/ SPACE COAST RGNL (TIX)
TITUSVILLE, FLORIDA



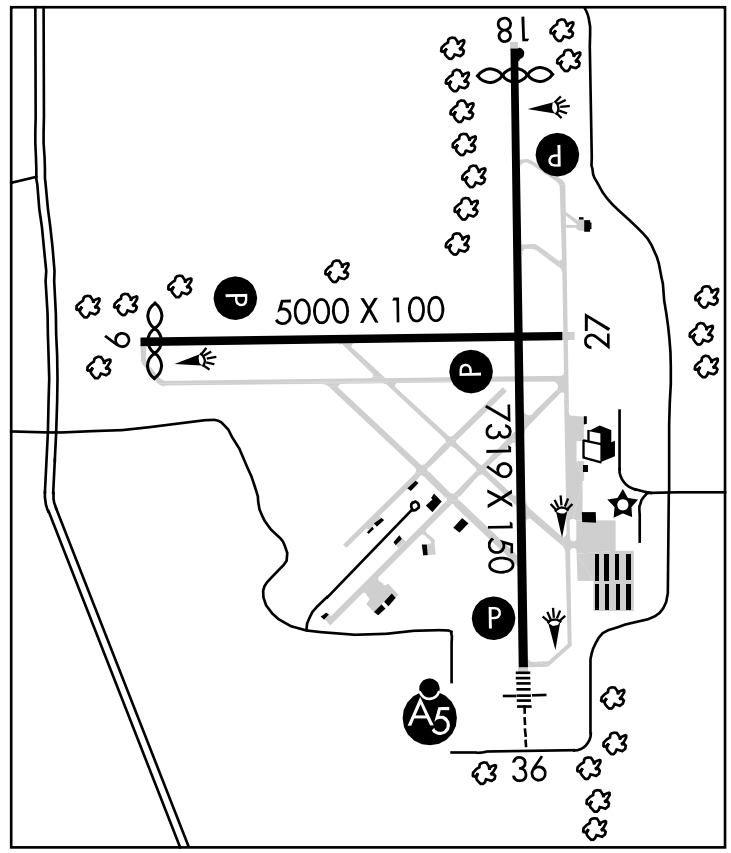
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

TITUSVILLE, FLORIDA
TITUSVILLE/ SPACE COAST RGNL (TIX)

10210

SPACE COAST RGNL (TIX) 5S UTC−5(−4DT) N28°30.89′ W80°47.95′ **JACKSONVILLE**
34 B S4 **FUEL** 100LL, JET A Class VI, ARFF Index A. NOTAM FILE TIX **H–8H, L–24F**
RWY 18–36: H7319X150 (ASPH–GRVD) S–80, D–110, 2S–140, 2D–190 HIRL **IAP, AD**



RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 319′. Trees.
RWY 36: REIL. MALSR. PAPI(P4L)—GA 3.0° TCH 60′. Trees.
RWY 09–27: H5000X100 (ASPH) S–50, D–80, 2S–102 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 190′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18–36	4035
RWY 36	09–27	3750

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5000 TODA–5000 ASDA–5000 LDA–4810
RWY 18: TORA–7319 TODA–7319 ASDA–7249 LDA–6930
RWY 27: TORA–4810 TODA–5000 ASDA–4430 LDA–4430
RWY 36: TORA–7319 TODA–7319 ASDA–7319 LDA–7319

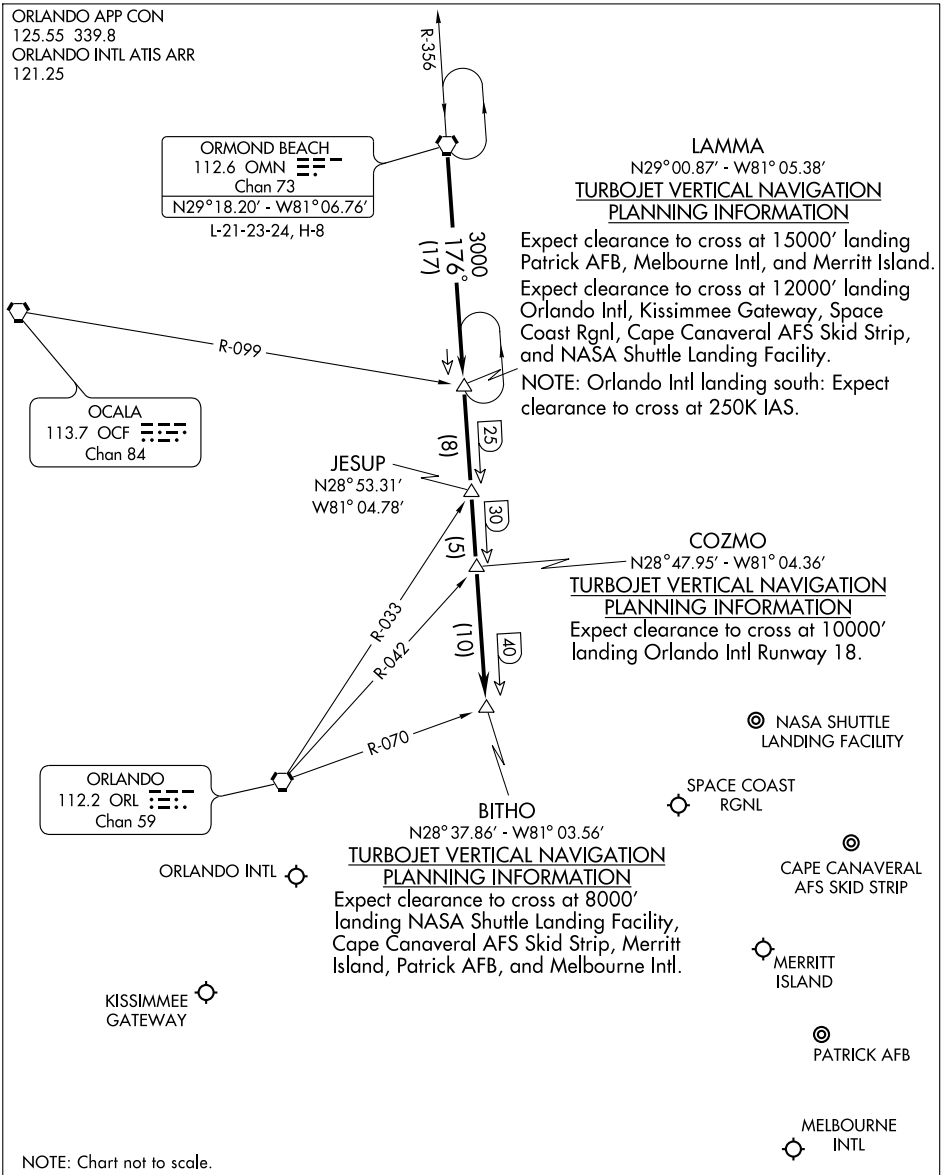
AIRPORT REMARKS: Attended 1200–0200Z‡. For fuel after hrs call 321–427–7727 or 321–960–1220. CLOSED to air carrier opr with more than 30 passenger seats except PPR call arpt manager 321–267–8780. In minimum visibility conditions bright lgts in parking lot ¼ mile E of Rwy 18 may be mistaken for rwy lgts. Twr unable air traffic svcs on these areas of non-visibility—southwest portions of Twys D and E. Rwy 18–36 HIRL PCL step 5 OTS indef. When twr clsd ACTIVATE MIRL Rwy 09–27, HIRL Rwy 18–36, REIL Rwys 09, 18, 27 and 36, PAPI Rwys 09, 27, 18 and 36, and MALSR Rwy 36—CTAF.

COMMUNICATIONS: CTAF 118.9 **ATIS** 120.625 **UNICOM** 122.95
TITUSVILLE RCO 123.6 (ST PETERSBURG RADIO)
Ⓡ **ORLANDO APP/DEP CON** 134.95
SPACE COAST TOWER 118.9 (1200–0200Z‡) **GND CON** 121.85

AIRSPACE: CLASS D svc 1200–0200Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 093° 28.4 NM to fld. 102/00E. **HIWAS.**
ILS 108.7 I–TIX Rwy 36. Class IA. Unmonitored when twr clsd

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA

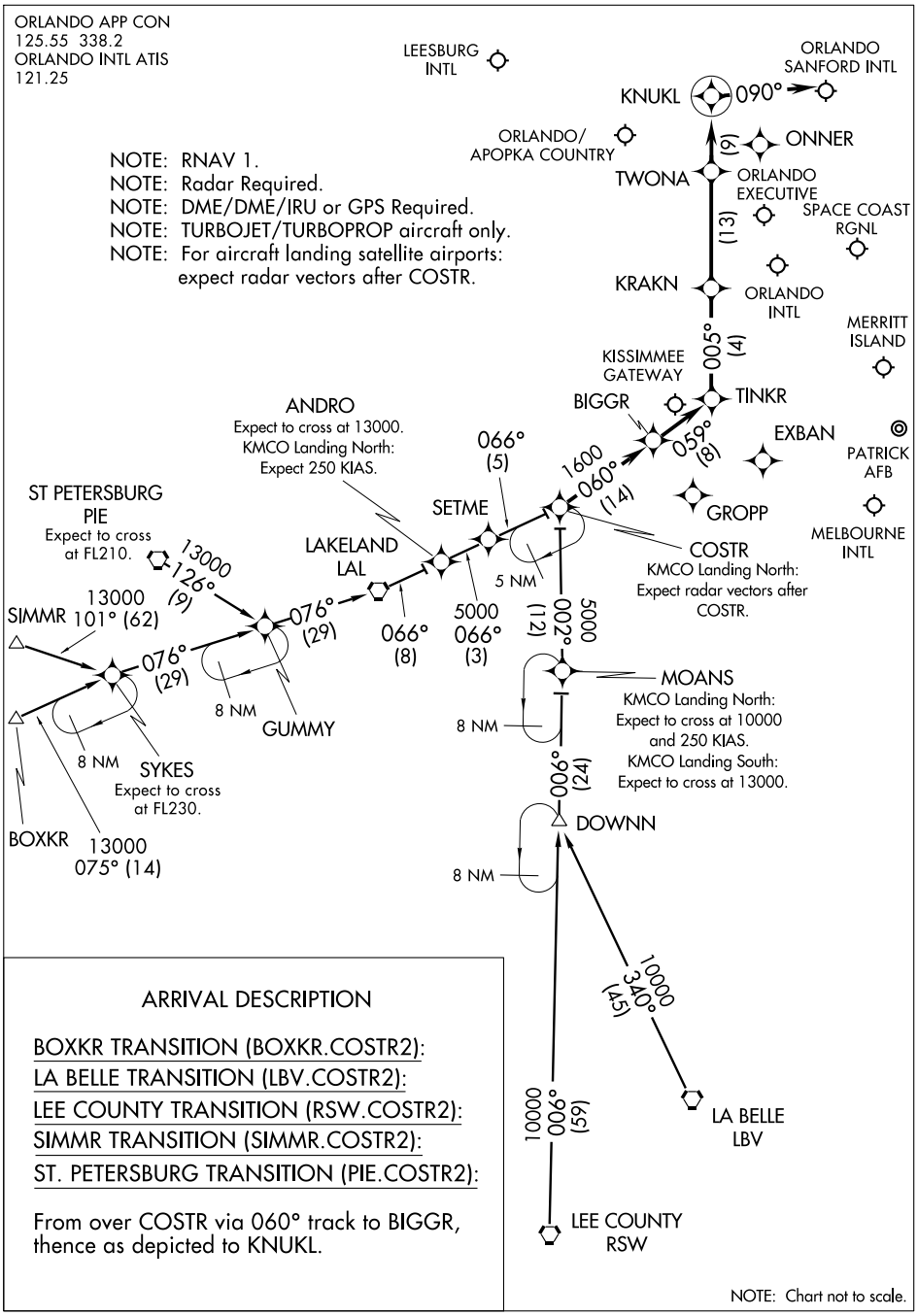


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):
LA BELLE TRANSITION (LBV.COSTR2):
LEE COUNTY TRANSITION (RSW.COSTR2):
SIMMR TRANSITION (SIMMR.COSTR2):
ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

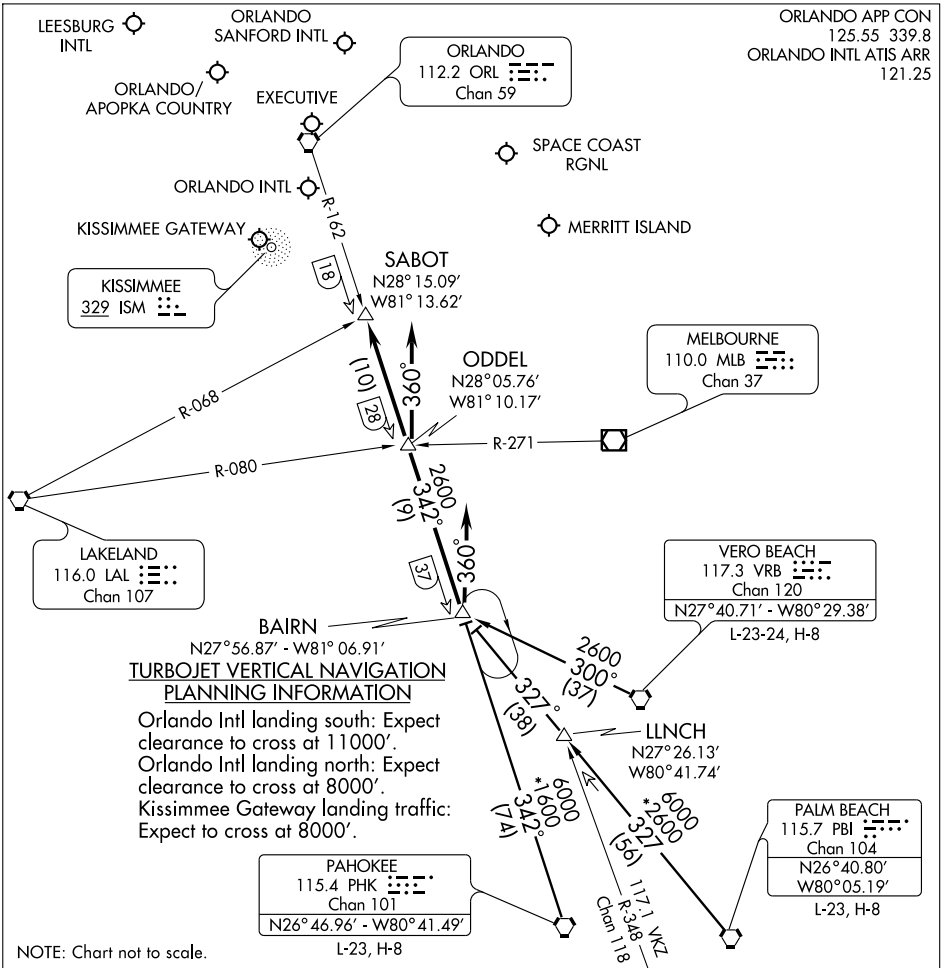
NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ORLANDO, FLORIDA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-TIX	APP CRS	Rwy Idg	7319
108.7	004°	TDZE	34
		Apt Elev	34

ILS or LOC RWY 36

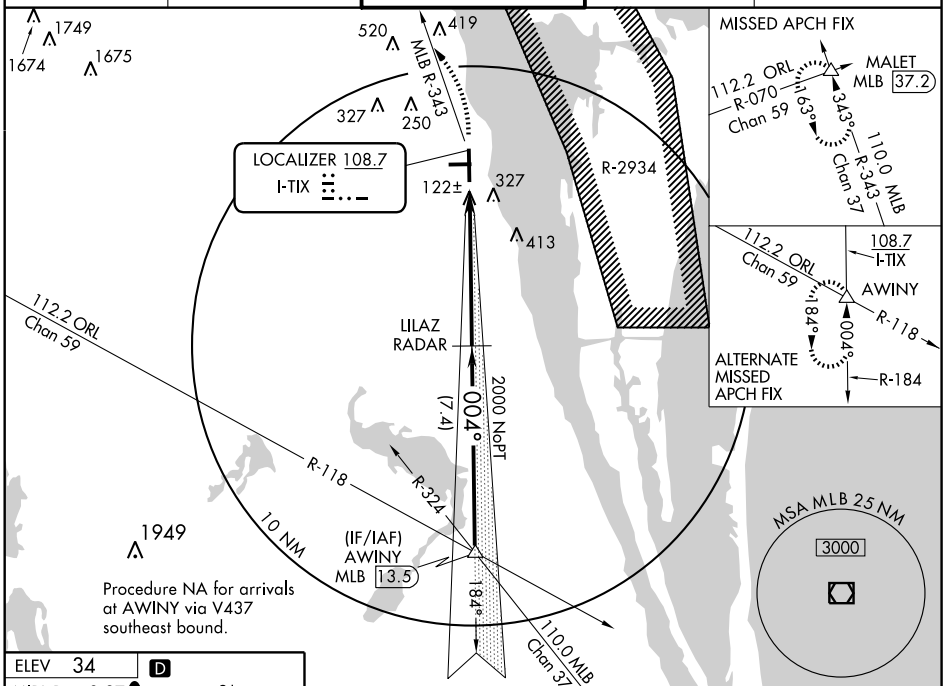
TITUSVILLE/SPACE COAST RGNL (TIX)

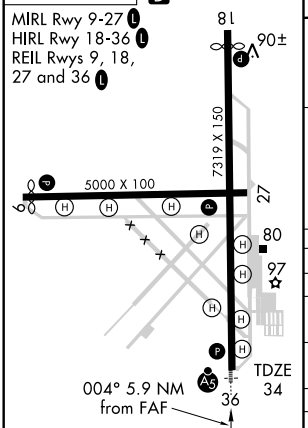
Radar required.
When control tower closed, use Melbourne altimeter setting.

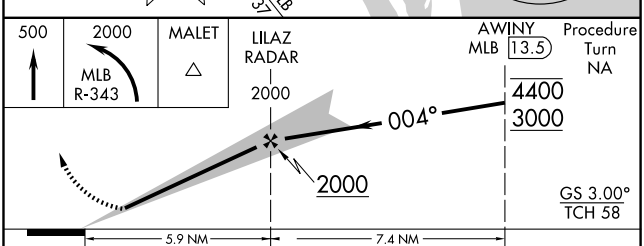
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 and MLB VOR/DME R-343 to MALET INT/MLB 37.2 DME and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	380-½ 346 (400-½)			
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
S-ILS 36	294-½ 260 (300-½)			
S-LOC 36	440-½ 406 (500-½)		440-¾ 406 (500-¾)	
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

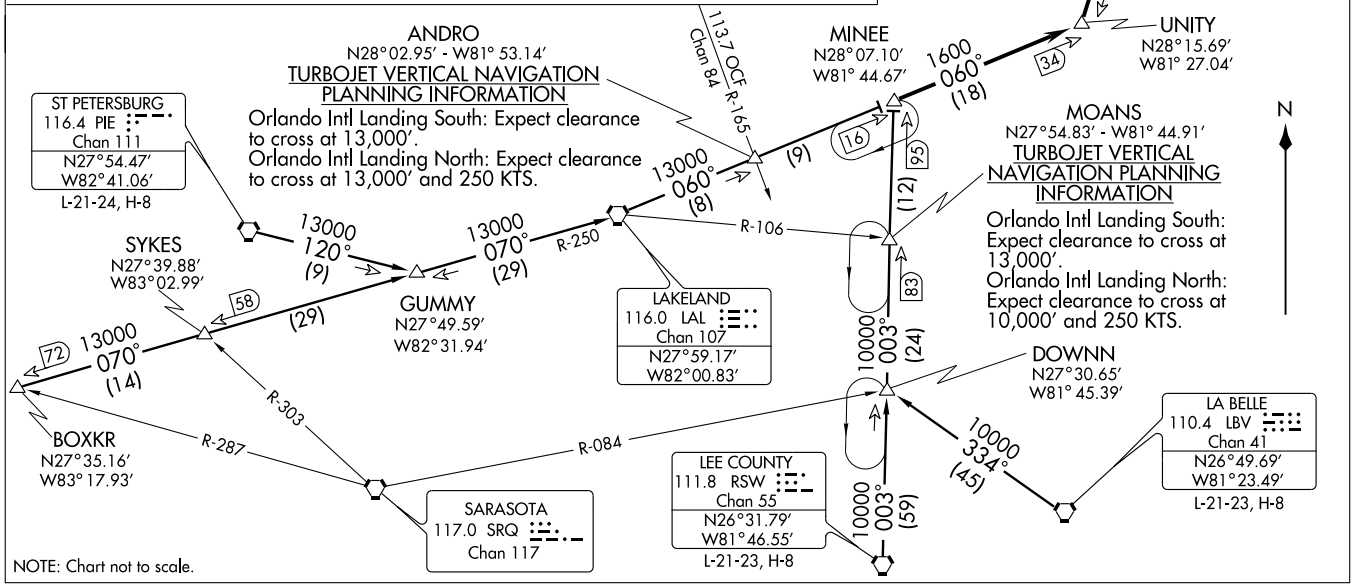
LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.



08325 MINEE FOUR ARRIVAL (MINEE.MINEE4) ORLANDO, FLORIDA

WAAS CH 69313 W36A | APP CRS 004° | Rwy Idg 7319 | TDZE 34 | Apt Elev 34

RNAV (GPS) RWY 36

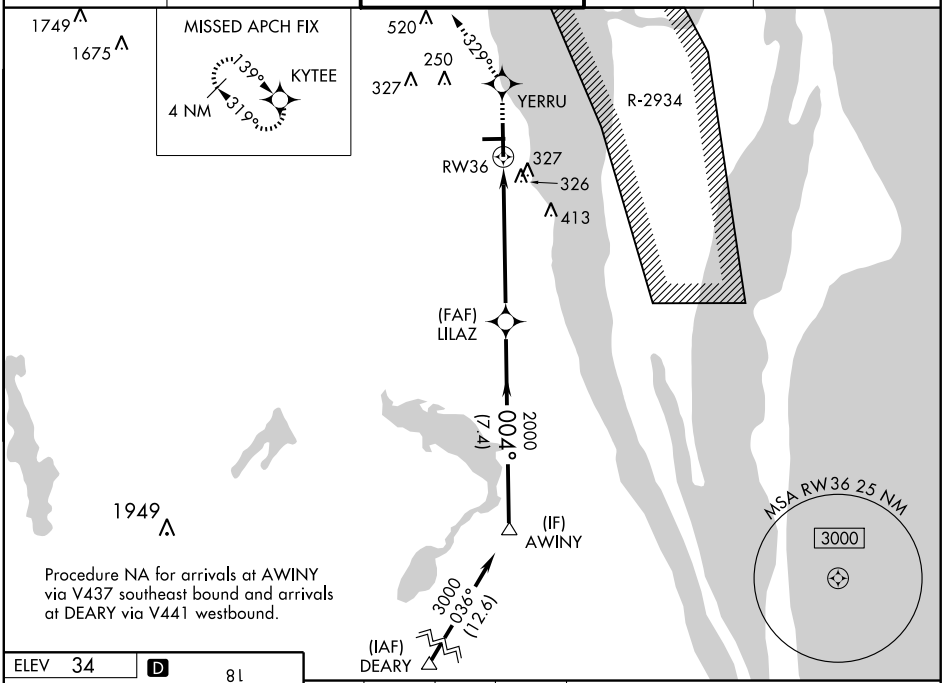
TITUSVILLE/ SPACE COAST RGNL (TIX)

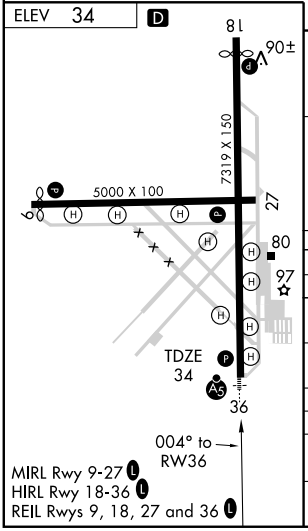
DME/DME RNP-0.3 NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

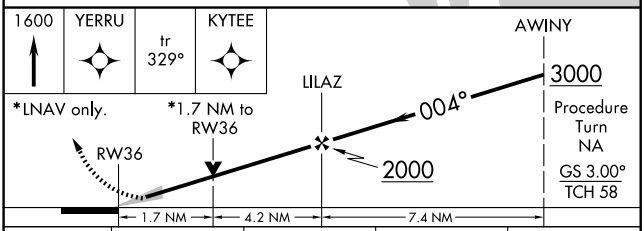
MALSR

MISSED APPROACH: Climb to 1600 direct YERRU and via track 329° to KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	234-½ 200 (200-½)			
LNAV MDA	640-½ 606 (700-½)		640-1¼ 606 (700-1¼)	640-1½ 606 (700-1½)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	294-½ 260 (300-½)			
LNAV MDA	700-½ 666 (700-½)		700-1¼ 666 (700-1¼)	700-1½ 666 (700-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4810
094°	TDZE	32
	Apt Elev	34

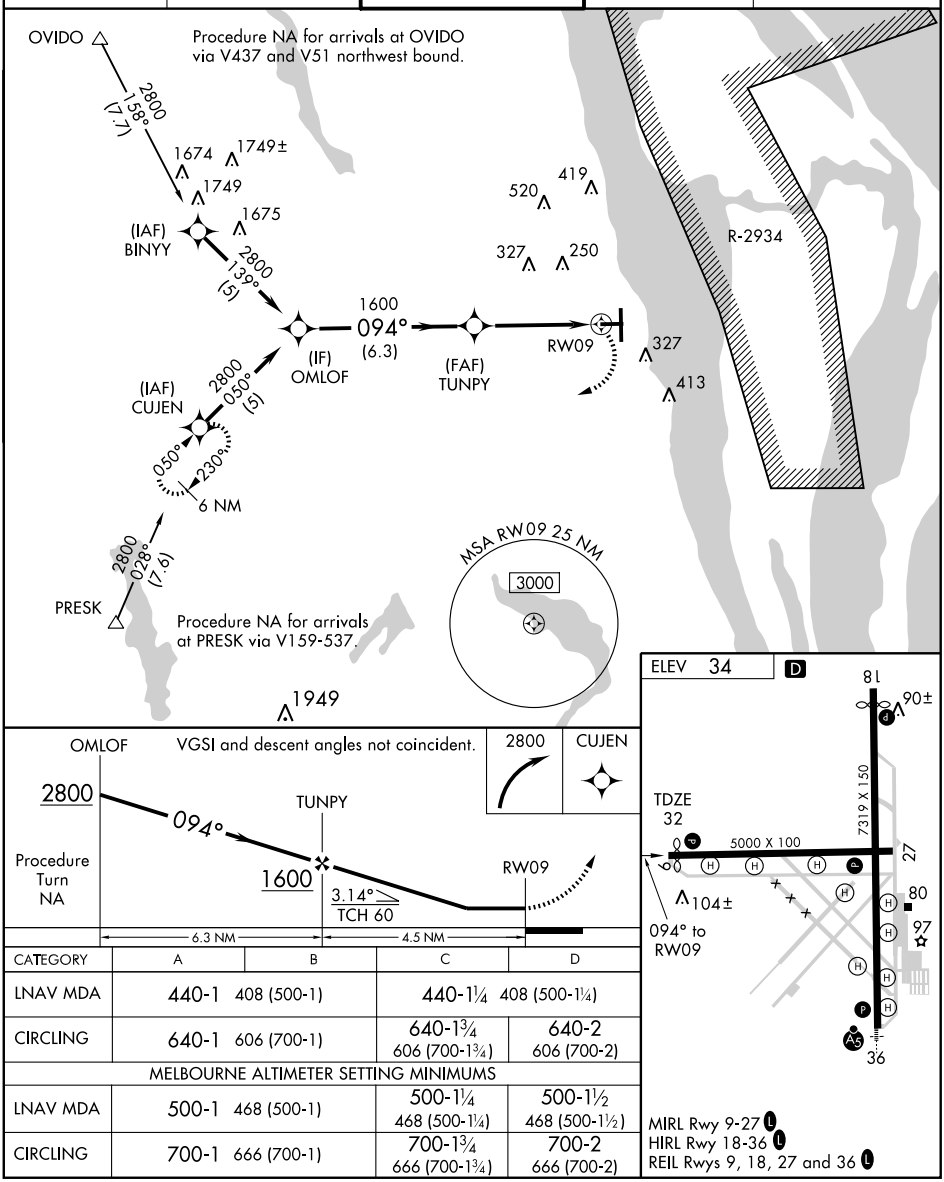
RNAV (GPS) Y RWY 9

TITUSVILLE/ SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct CUJEN and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6930
169°	TDZE	32
	Apt Elev	34

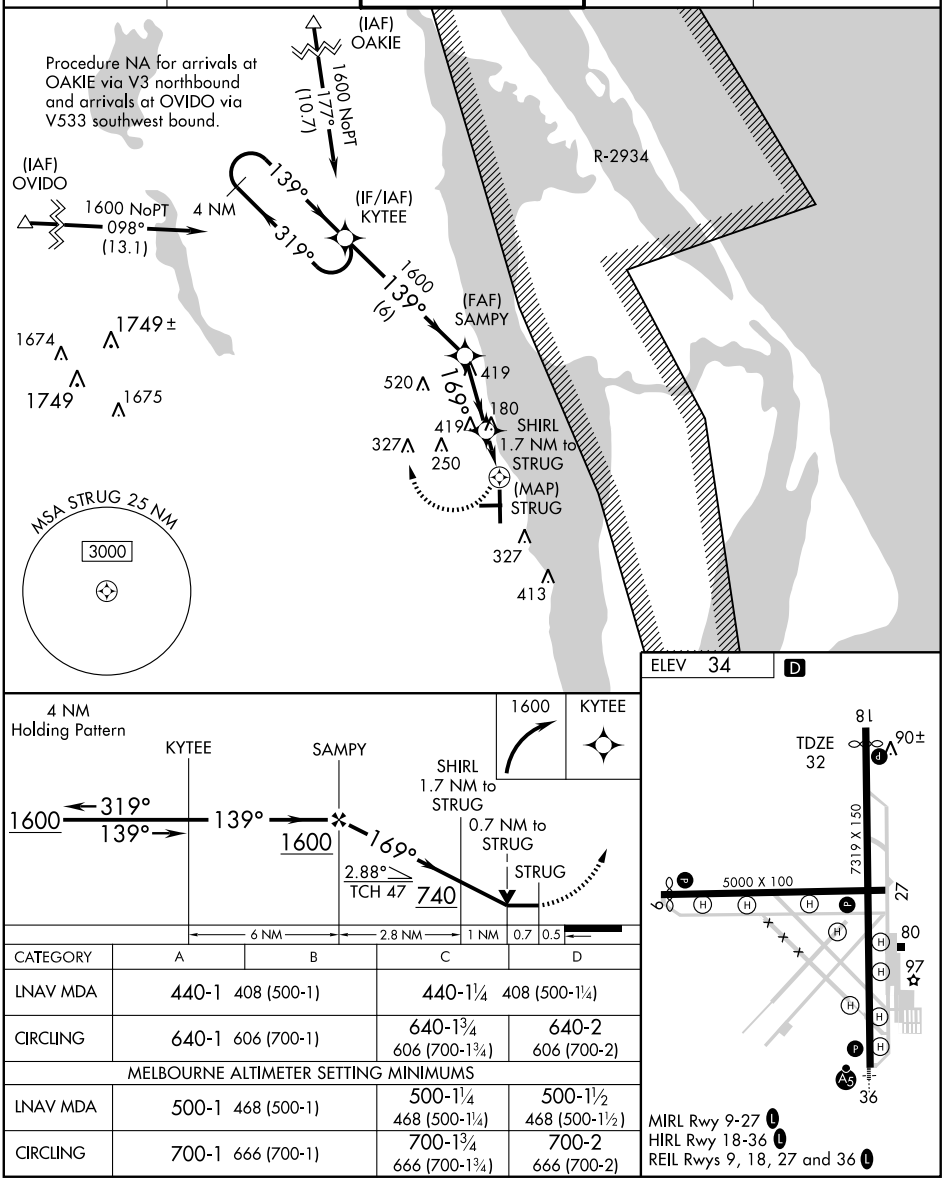
RNAV (GPS) Y RWY 18

TITUSVILLE/SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting. VDP NA when using Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4810
CH 45713	094°	TDZE	32
W09A		Apt Elev	34

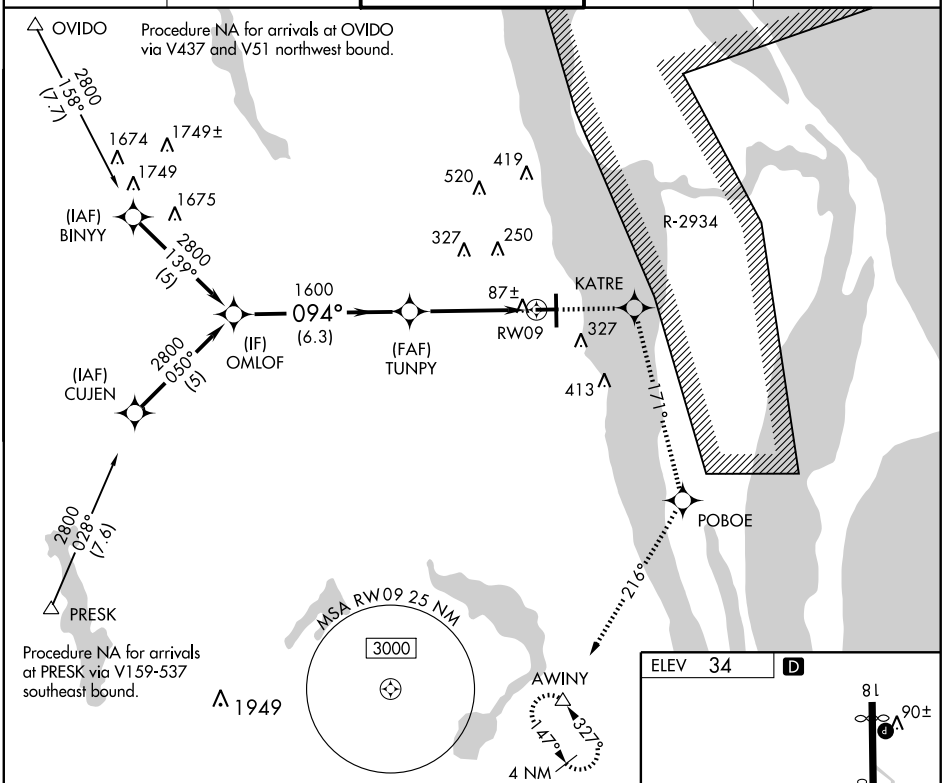
RNAV (GPS) Z RWY 9

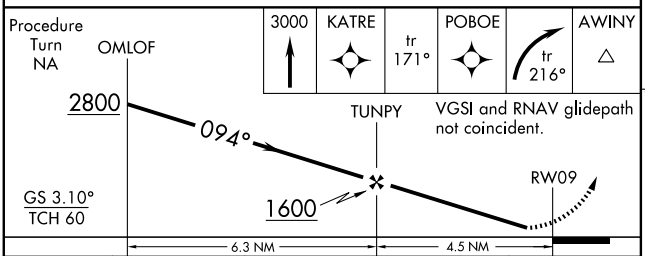
TITUSVILLE/ SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

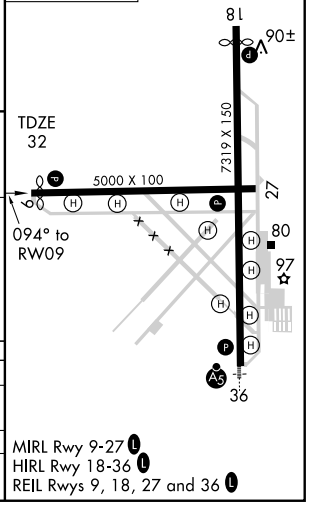
MISSED APPROACH: Climb to 3000 direct KATRE and via track 171° to POBOE and right turn via track 216° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	324-1 292 (300-1)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	384-1¼ 352 (400-1¼)			



MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6930
CH 56612	181°	TDZE	32
W18B		Apt Elev	34

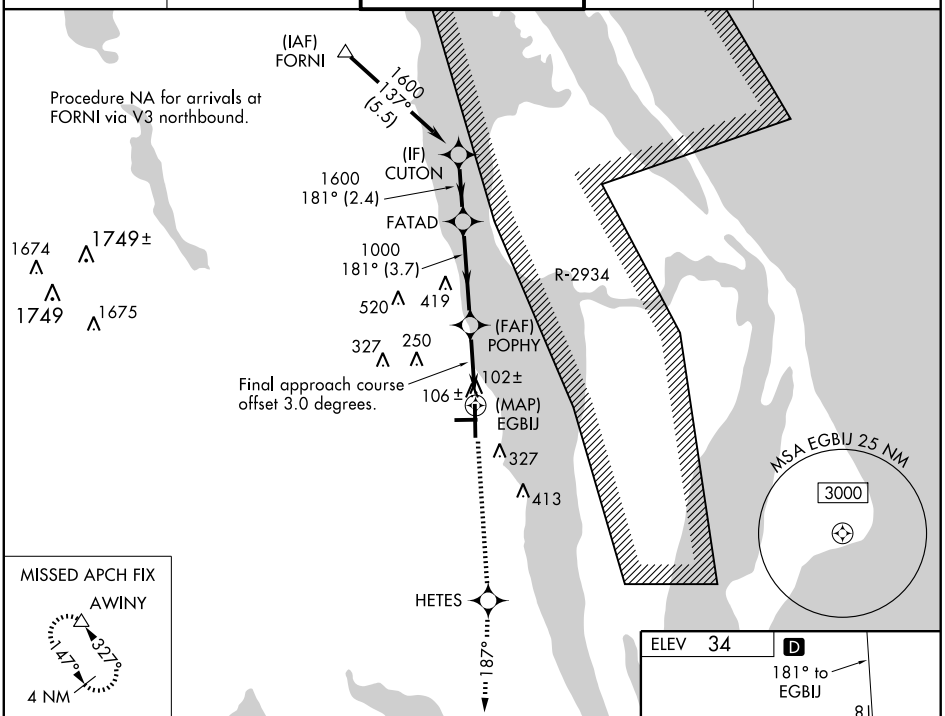
RNAV (GPS) Z RWY 18

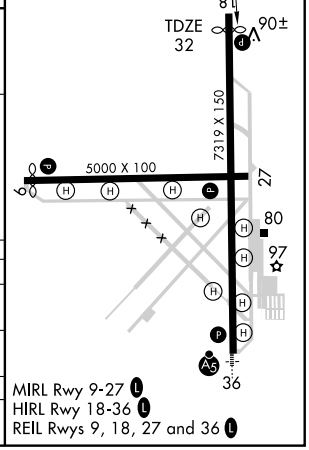
TITUSVILLE/SPACE COAST RGNL (TIX)

Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

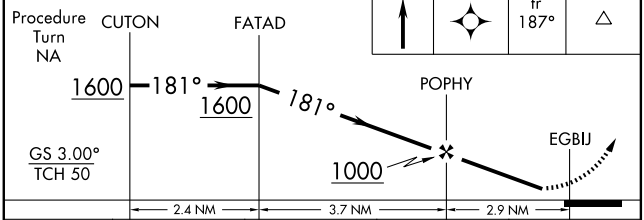
ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





VGSI and RNAV glidepath not coincident.

3000	HETES	tr 187°	AWINY



CATEGORY	A	B	C	D
LPV DA	332-1 300 (300-1)			
LNAV/VNAV DA	377-1¼ 345 (400-1¼)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV/VNAV DA	437-1½ 405 (500-1½)			

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TAMPA NORTH AERO PARK (X39) 17 NE UTC−5(−4DT) N28°13.28′ W82°22.47′ **JACKSONVILLE**
68 B S4 **FUEL** 100LL, JET A NOTAM FILE PIE **L–21D, 24F**
RWY 14–32: H3541X50 (ASPH) HIRL
RWY 14: Thld dsplcd 133′. Road. Rgt tfc. **RWY 32:** Thld dsplcd 108′. Poles.
AIRPORT REMARKS: Attended dusk–0800Z‡. Acft, trees and building in transitional surface, both sides of Rwy 14–32. Acft parked in primary surface Rwy 14–32. HIRL Rwy 14–32 preset low ints dusk–0300Z‡; to increase ints or ACTIVATE after 0300Z‡—CTAF. After 0300Z‡. ACTIVATE rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 305° 23.8 NM to fld. 135/01E.

TAVARES (FA1) 1 SE UTC−5(−4DT) N28°47.72′ W81°43.27′ **JACKSONVILLE**
63 NOTAM FILE FA1 Not insp.
WATERWAY 09–27: 3000X200 (WATER)
SEAPLANE REMARKS: Attended 1400–2200Z‡. Provided VFR operations, public use, seaplane operators be aware of Leesburg Airport to the northwest.
COMMUNICATIONS: CTAF 122.9

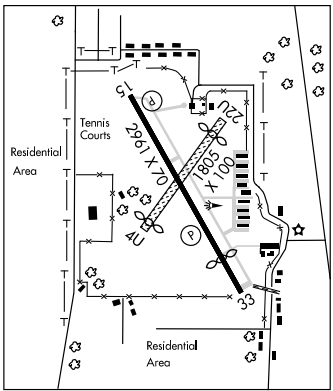
TAYLOR N30°30.28′ W82°33.18′ NOTAM FILE GNV. **JACKSONVILLE**
(H) VORTAC 112.9 TAY Chan 76 187° 19.4 NM to Lake City Muni. 140/03W. **H–8H, 12F, L–21D, 24G**
VOR portion unusable 174°–224° blo 8000′.
RCO 122.1R 112.9T (GAINESVILLE RADIO)

THE FLORIDA KEYS MARATHON (See MARATHON)

TITUSVILLE N28°30.78′ W80°47.99′ **JACKSONVILLE**
RCO 123.6 (ST PETERSBURG RADIO) at Space Coast Rgnl. **L–24F**

TITUSVILLE

ARTHUR DUNN AIR PARK (X21) 2 NW UTC−5(−4DT) N28°37.35′ W80°50.12′ **JACKSONVILLE**
30 B S4 **FUEL** 100LL, JET A TPA–See Remarks NOTAM FILE PIE **L–24F**
RWY 15–33: H2961X70 (ASPH) S–12 MIRL **IAP**
RWY 15: PAPI (P2L)—GA 4.0° TCH 53′. Tree.
RWY 33: PAPI (P2L)—GA 4.0° TCH 53′. Thld dsplcd 429′. Fence.
RWY 04U–22U: 1805X100 (TURF)
RWY 04U: Thld dsplcd 100′. Trees.
RWY 22U: Thld dsplcd 297′. Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. Parachute Jumping. Rwy 04U–22U restricted to ultralight and STOL acft only. Extensive ultralight activity invof arpt. For information on rwy use call arpt authority 321–267–8780. Several radio twrs 1.5 NM S of fld; the tallest twr is 399 ft AGL. TPA—830 (800); Ultralight acft 530 (500). Rwy 04U–22U marked with PVC pipe with reflective tape. Arpt rotating bcn OTS indef. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.725 (321) 385–0383.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ORLANDO APP/DEP CON** 134.95
RADIO AIDS TO NAVIGATION: NOTAM FILE ORL.
ORLANDO (H) VORTAC 112.2 ORL Chan 59 N28°32.56′ W81°20.10′ 080° 26.8 NM to fld. 102/00E. **HIWAS.**



APP CRS	Rwy Idg	2961
161°	TDZE	30
	Apt Elev	30

GPS RWY 15

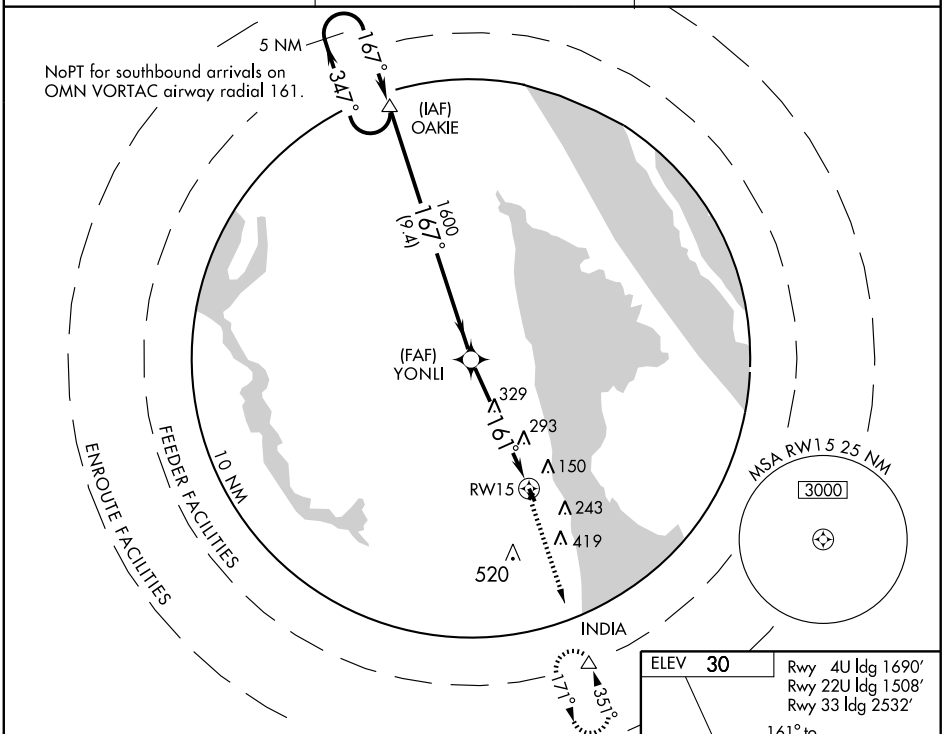
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

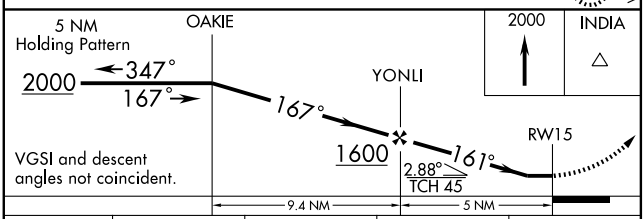
Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

NA

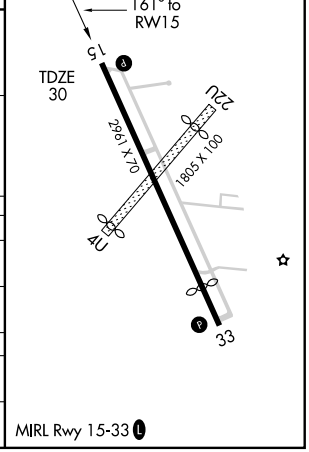
MISSED APPROACH: Climb to 2000 direct INDIA WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	660-1	630 (700-1)	660-1¾ 630 (700-1¾)	NA
CIRCLING	660-1	630 (700-1)	760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-15	720-1	690 (700-1)	720-2 690 (700-2)	NA
CIRCLING	720-1	690 (700-1)	800-2¼ 770 (800-2¼)	NA



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	2532
341°	TDZE	30
	Apt Elev	30

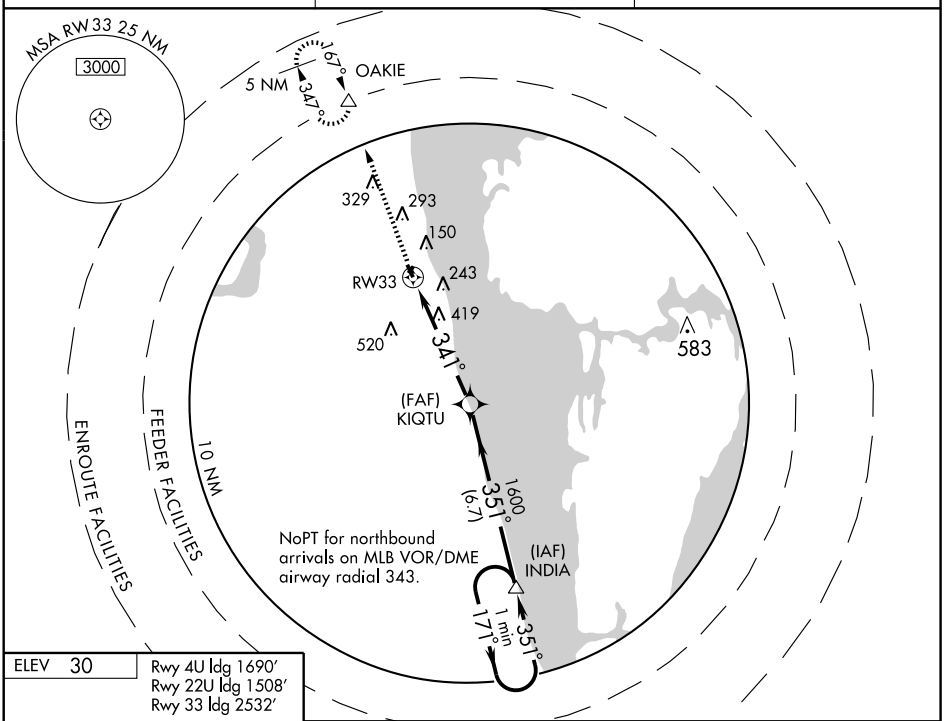
GPS RWY 33

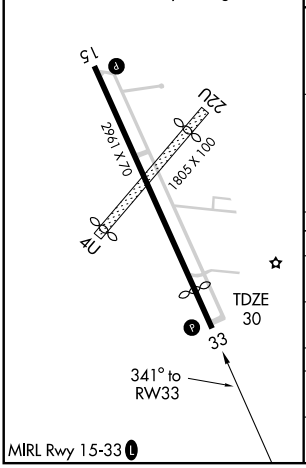
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

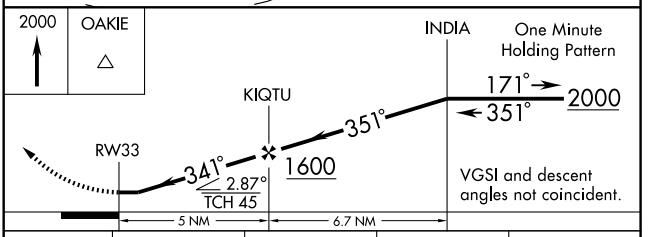
T NA Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OAKIE WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L

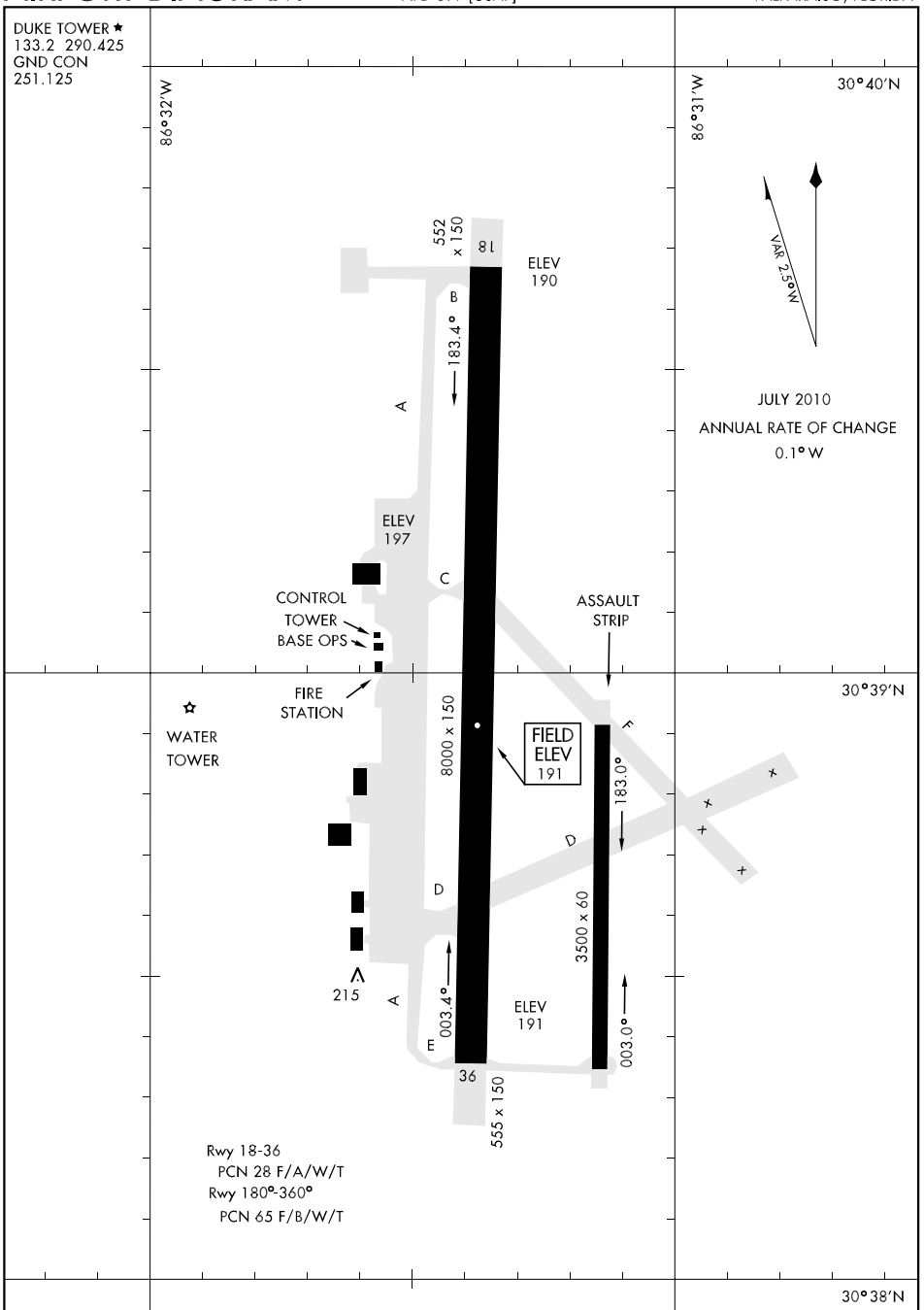






CATEGORY	A	B	C	D
S-33	740-1 710 (800-1)		740-2 710 (800-2)	NA
CIRCLING	740-1 710 (800-1)		760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-33	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA
CIRCLING	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

DOLPHIN N25°48.00′ W80°20.94′ NOTAM FILE MIA. **MIAMI**
(H) VORTAC 113.9 DHP Chan 86 099° 3.2 NM to Miami Intl. 10/4W. **HIWAS.** **H–8I, L–23A, 23C, A**
RCO 122.1R 113.9T (MIAMI RADIO)

DOWNTOWN FORT LAUDERDALE HELIPORT (See FORT LAUDERDALE)

DUKE FLD/(EGLIN AF AUX NR 3) (EGI)(KEGI) AF 3 W UTC−6(−5DT) **NEW ORLEANS**
N30°39.02′ W86°31.37′ **H–6K, 8G, L–21C, 22H**
191 B NOTAM FILE CEW Not insp. **DIAP, AD**
RWY 18–36: H8000X150 (ASPH) PCN 28 F/A/W/T HIRL
RWY 18: ALSF1. PAPI(P4L)—GA 3.0° TCH 47′. **RWY 36:** REIL. SALSF. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 180–360: H3500X60 (ASPH) PCN 65 F/B/W/T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–8000 TODA–8000
RWY 36: TORA–8000 TODA–8000
MILITARY SERVICE: LGT Rwy 18 PAPI rwy reference point not coincidental with ILS rwy point of intercept. PAPI Rwy 18 and Rwy 36 NSTD. Rwy 18–36 distance markers NSTD. Rwy 18 NSTD ALSF1 length 2000′. **FUEL** J8 **FLUID** LPOX **TRAN ALERT** No tran alert svc.
MILITARY REMARKS: Opr Mon–Fri 1500–0600Z‡, CLOSED weekends and holidays. Base OPS/ATC not manned other times. See FLIP AP/1 Route and Area Rstd (Florida Valparaiso) for Bird Aircraft Strike Hazard, Wx Restrictions and Supplementary Arpt Remarks. **RSTD** Rwy 18–36 CLOSED until approximately Nov 17 2010. Official Business Only all acft except base assigned, others coordinate thru Duke OPS DSN 875–6538/6516, normal opr weekdays. PPR: No less than 24 hr prior coordination. No 180° turns on rwy by C130 or larger acft. No 180° turns on Assault Ldg Zone. ALZ restricted for use by AFSOC and 919th SOW acft only. Due to weight limitations, E side of afld rstd to C130 acft and smaller 170,000 lb and blo. **CAUTION** Due to lack of visual reference during ngt VFR opr, pilot efforts to maintain altitude by visual means may be unreliable. Intense tfc 10 NM N of arpt in vicinity of Crestview/Bob Sikes Arpt. Twy edge lgts nstd on all twys that meet rwy (lgts are more than 10′ from rwy edge line); acft follow twy centerline. Rwy 18 NSTD overrun, Rwy 36 NSTD overrun. Twy D, Twy F east of Assault Ldg Zone do not have twy edge lgts and is rstd to day ops only. Rwy edge lgt located 75′ from outside edge strip. High volume of Navy T–34 and B–06 training acft near CEW VORTAC. Surveillance radar returns intermittent from Warrington (DWG) TACAN R–360 clockwise to R–50, 25 DME to 45 DME, 5000′ and blo. Apch lgt Rwy 18 non–frangible structures. Extensive ALZ/NVD training in effect weekdays. **CSTMS/AG/IMG** Ltd svc, no resident CSTMS agent. Avbl for base assigned acft and their deployments only. 24 hr prior notice rqr. All other acft must clear CSTMS prior to arrival. **MISC** Wx opr Mon–Fri 1500–0600Z‡, clsd weekends and holidays; other times svc not avbl. Remote briefing avbl 26 OWS Barksdale AFB, DSN 781–4775, C318–456–4775. Afld wx monitor by AN/FMQ–19 AMOS and augmented Mon–Sat 1500–0600Z‡, fully automated Mon–Fri 0600–1500Z‡ and 24 hr weekends/holidays. Predominant afld vision rstd to 1 1/8 SM in N to S quadrants and 3/16 SM in SW to NW quadrant due to the main base structures. Night cloud cover viewing restricted due to surrounding lights. No arresting cables avbl. Expect no notice closure of Duke Fld Airspace for Special Mission Test. Standard USAF RSRS applied. Base OPS DSN 875–6538/6516, C850–883–6516, fax DSN 872–3308, normal opr weekdays.
COMMUNICATIONS: PTD 142.3 372.2
Ⓡ **APP CON** 125.1 281.45 (271°–089°) 132.1 360.6 (090°–270°)
DUKE TOWER 133.2 290.425 (Mon–Fri 1500–0600Z‡, except holidays, other times see FAR Part 93.83 Special Air Traffic Rules.) **DUKE GND CON** 251.125
Ⓡ **DEP CON** 120.9 290.5
DUKE COMD POST (SANDCASTLE) 225.75 (DSN 875–6701 C850–883–6701 or 1–800–437–8843.)
PMSV METRO 342.2 (Sun 0500Z‡–Fri 0500Z‡. Svc lctd at KVPS. Predominant afld vision rstd to 1 1/8 SM in N to S quadrants and 3/16 SM in SW to NW quadrant due to main base structures. Night cloud cover viewing rstd due to surrounding light.)
AIRSPACE: CLASS D svc Mon–Fri 1500–0600Z‡ except holidays, other times see FAR Part 93.83 Special Air Traffic Rules.
RADIO AIDS TO NAVIGATION: NOTAM FILE VPS.
WARRINGTON (T) TACAN Chan 2 DWG (134.5) N30°28.69′ W86°31.25′ 359° 10.3 NM to fld. 77/0E.
ILS 111.7 I–EGI Rwy 18. Unmonitored Mon–Fri 0600–1200Z‡, and 24 hr weekend and holidays.
COMM/NAV/WEATHER REMARKS: UHF equipped acft must use UHF in Duke tfc pattern.

ILS RWY 18 or LOC RWY 18

LOC I-EGI	APCH CRS	Rwy ldg 8000 / TDZE 191 / Arpt Elev 191
111.7	181°	

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

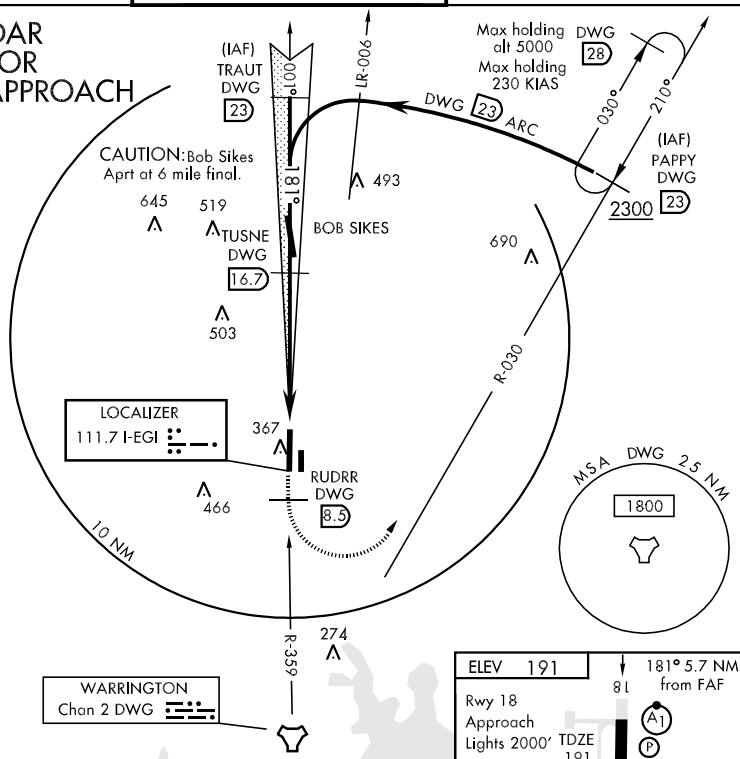
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR by 1000, vis by ¼ mile.

ALSF-1

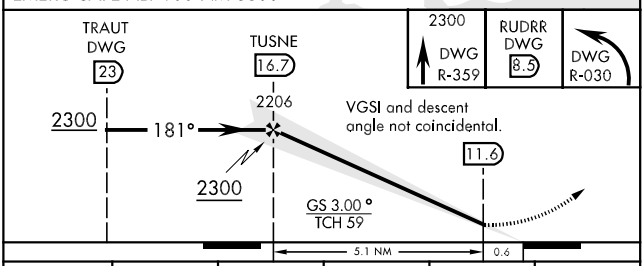
MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDRR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

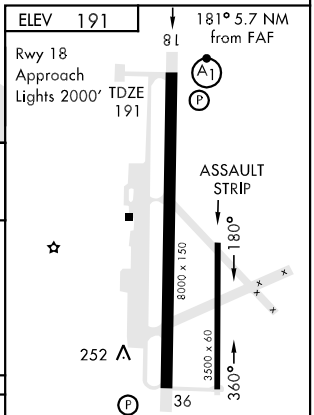
EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125

DME OR RADAR REQUIRED FOR LOCALIZER APPROACH



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
S-ILS 18 *	391/24 200 (200-½)				
S-LOC 18 **	560/40 369 (400-¾)			560/50 369 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	8000
001°	TDZE	191
	Arpt Elev	191

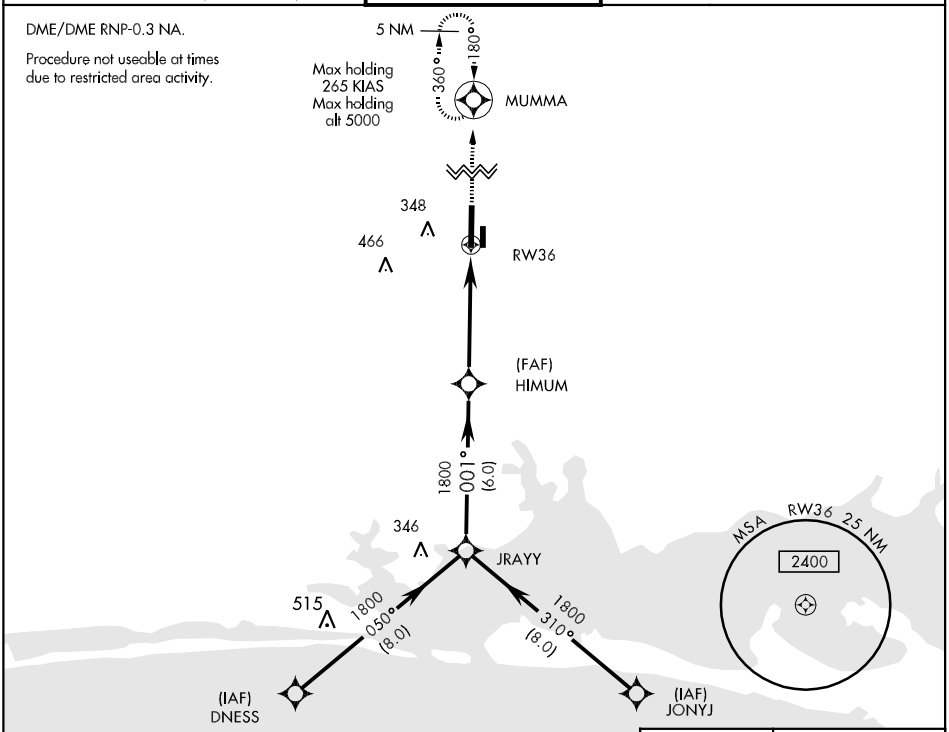
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

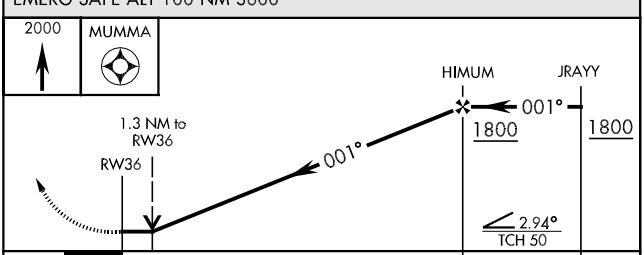
EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125

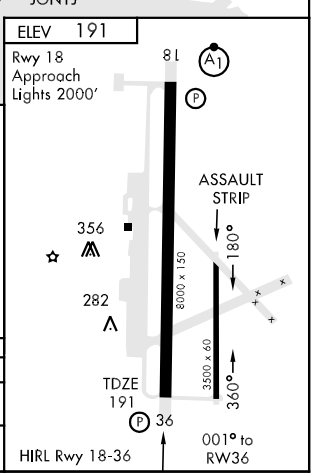
DME/DME RNP-0.3 NA.

Procedure not useable at times due to restricted area activity.



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
LNAV	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 18

TACAN	DWG	APCH CRS	Rwy Idg	8000
Chan	2	180°	TDZE	191
			Arpt Elev	191

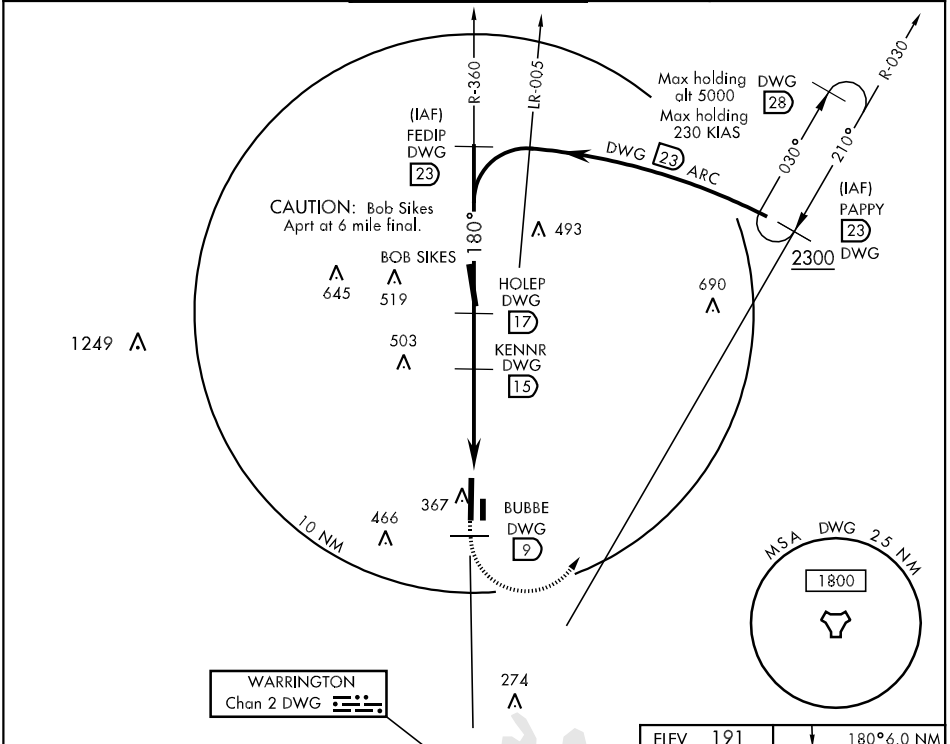
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

* When ALS inop, increase RVR by 1000, vis by ¼ mile.

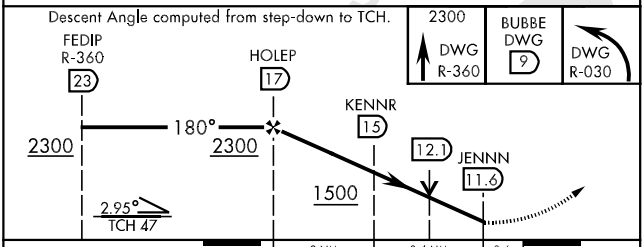
ALSF-1

MISSED APPROACH: Climb on DWG R-360 to 9 DME, (BUBBE) then climbing left turn to 2300 direct DWG R-030/23DME (PAPPY) and hold.

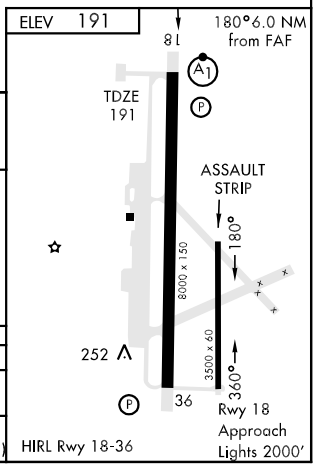
EGLIN APP CON			DUKE TOWER ★	GND CON
125.1	281.45	(271°- 089°)	133.2 290.425	251.125
132.1	360.6	(090°- 270°)		



Descent Angle computed from step-down to TCH.



2300 DWG R-360	BUBBE DWG 9	DWG R-030



CATEGORY	A	B	C	D	E
S-18 ★	580/40 389 (400-¾)			580/50 389 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

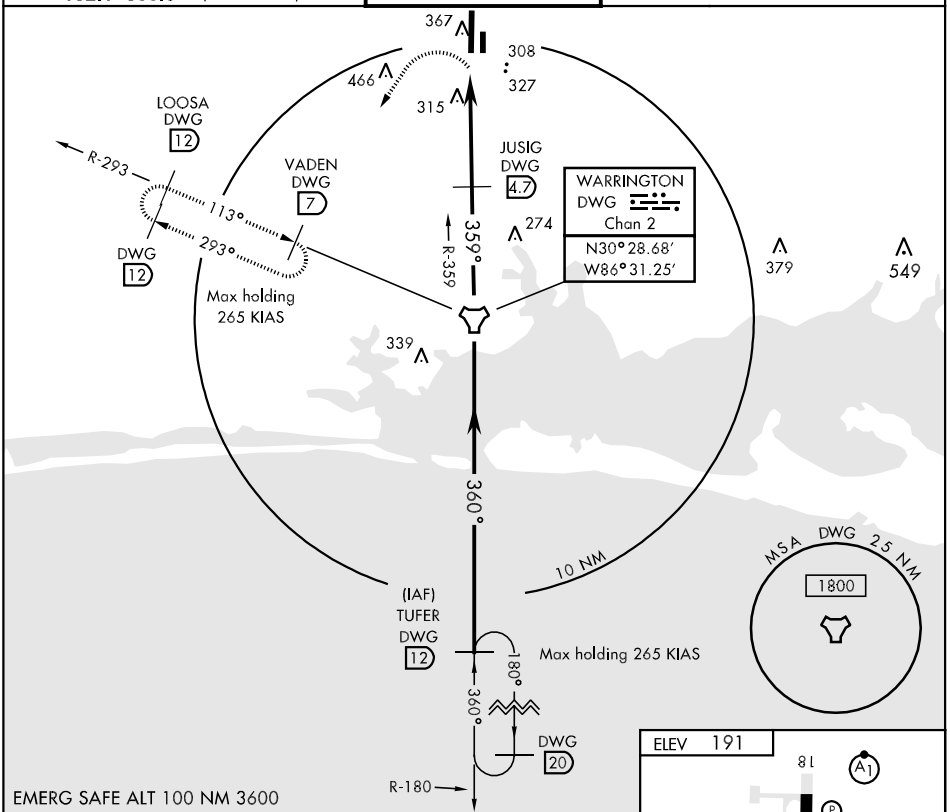
TACAN RWY 36

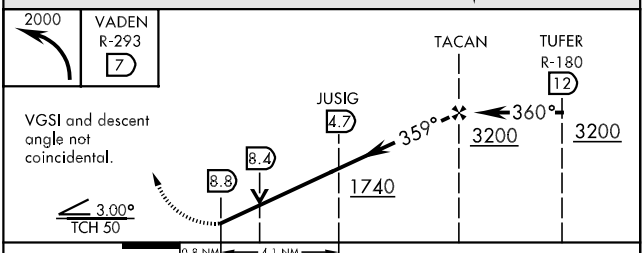
TACAN	DWG	APCH CRS	Rwy Idg	8000
Chan	2	359°	TDZE	191
			Arpt Elev	191

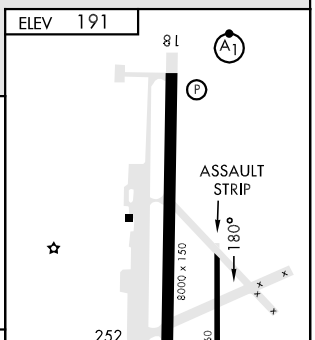
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

EGLIN APP CON	DUKE TOWER ★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		



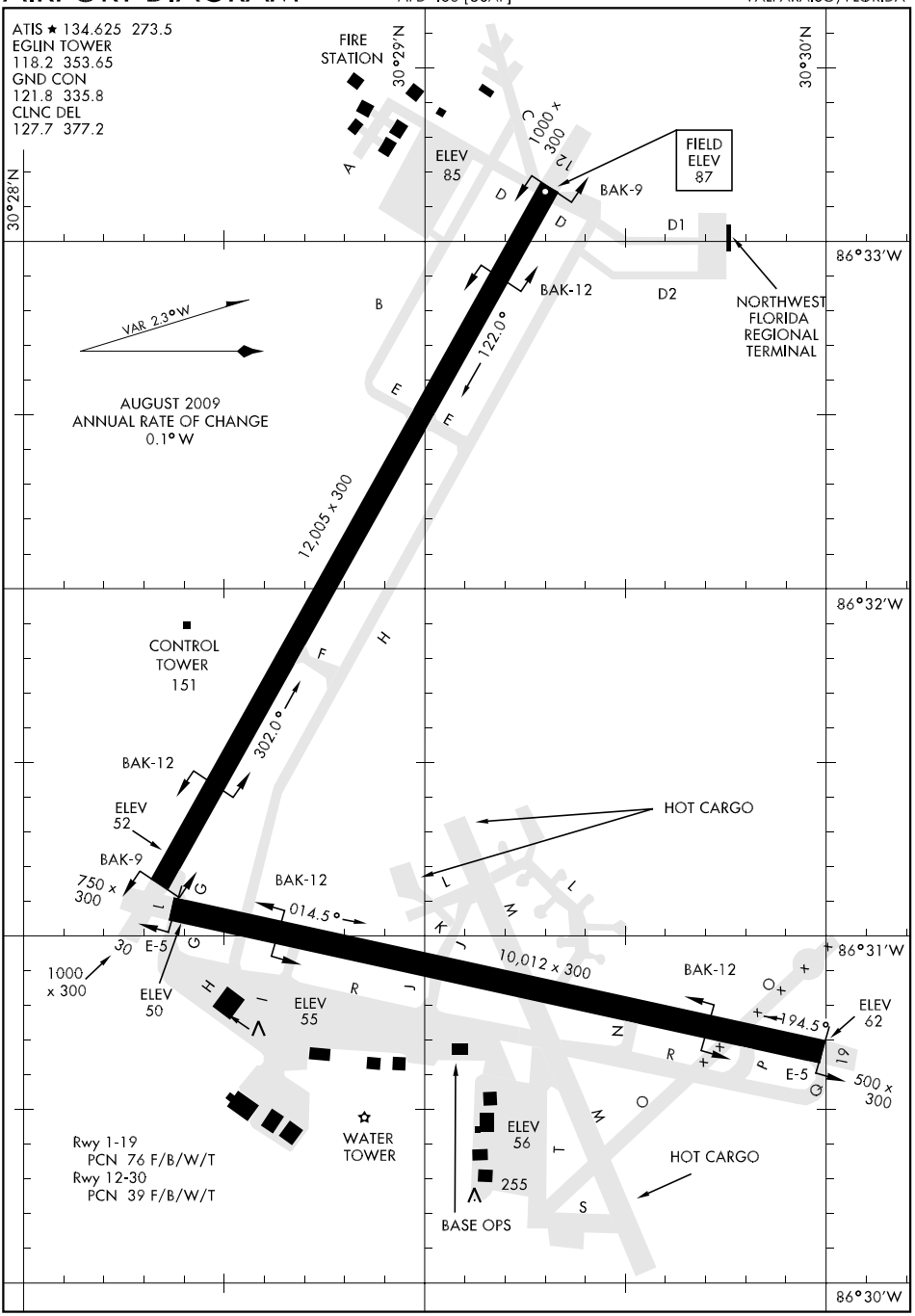




CATEGORY	A	B	C	D	E
S-36	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

VALPARAISO

EGLIN AFB (VPS)(KVPS) CIV/MIL 1 SW UTC−6(−5DT) N30°28.99′ W86°31.56′ **NEW ORLEANS**

87 B **FUEL** 100, J8 TPA—See Remarks Class I, ARFF Index C NOTAM FILE EGI **H–8G, L–21C, 22H**

RWY 12–30: H12004X300 (ASPH–CONC) PCN 39 F/B/W/T HIRL **DIAP, AD**

RWY 12: ALSFI. PAPI(P4L)—GA 3.0°. **RWY 30:** ALSF1. PAPI(P4L)—GA 2.5°.

RWY 01–19: H10012X300 (ASPH) PCN 76 F/B/W/T HIRL

RWY 01: ALSF1. PAPI(P4L)—GA 3.0°. **RWY 19:** ALSF1(NSTD). PAPI(P4L)—GA 2.5°.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–10012 TODA–10012

RWY 12: TORA–12004 TODA–12004

RWY 19: TORA–10012 TODA–10012

RWY 30: TORA–12004 TODA–12004

ARRESTING GEAR/SYSTEM

RWY 12 HOOK BAK–9(B) (28′ OVRN) HOOK BAK–12B(B) (1525′)

HOOK BAK–12B(B) (1665′) HOOK BAK–9(B) (39′ OVRN) **RWY 30**

RWY 01 ← HOOK E5 (27′) HOOK BAK–12B(B) (1489′)

HOOK BAK–12B(B) (1908′) HOOK E5 (33′) → **RWY 19**

MILITARY SERVICE: A–GEAR 8 point tie–downs on all BAK–12B; BAK–12B runout 1200′. BAK–9 (B) apch end Rwy 12–30 disconnected on ldg rwy, avbl 20 min prior notice. **JASU** (MD–3) 4(MC–1) (MC–1A) (MA–1A) 2(MA–2)

FUEL J8, J8+100 **FLUID** ADI–Ltd; SP PRESAIR LHOX LOX **OIL** O–128–132–133–148–156 SOAP/JOAP–not avbl weekends and holidays. **TRAN ALERT** Opr 1400–2200Z‡. Tran acft not allowed when tran alert not avbl. Tran acft must use follow–me to park. Progressive taxi not avbl. No tran acft can arr/dep prior to 1400Z‡ and must arr/dep no later than 2200Z‡. Arr/dep other times extremely limited and requires strict 24 hr advanced approval. To arrange overtime support, ctc the Contract Management Office DSN 872–2305, after hrs C850–240–3057. Weekend and holiday maintenance capability extremely limited and may be postponed til next duty day. Fleet svc not avbl.

AIRPORT REMARKS: Special Air Tfc Rules—Part 93, see Regulatory Notices. Attended continuously. Arpt (VPS) is a joint use facility with the USAF. Ctc Eglin AFB twr at 118.2. No ground handling svcs for general aviation avbl at VPS. Full svc general aviation facilities are avbl at DTS (52 NM SE) or CEW (18 NM N). Large migratory birds present year round on and invof arpt. High concentrations of General Aviation acft invof arpt. Heavy tfc 10 NM N of arpt invof Crestview/Bob Sikes arpt. High volume of training acft invof CEW VORTAC. Obstruction (hangar) 211′ located approximately first 1000′ E of apch end Rwy 01. During VFR possible conflicting tfc. VFR arr/dep ctc Eglin App for clnc to enter Eglin corridor SE of Crestview. Unlgtd obstruction on afld. High mid–air potential, exercise extreme vigilance. Destin–Ft Walton Beach (DTS) is an uncontrolled arpt located 6 NM SE of Eglin AFB. Acft flying within 2 NM of DTS at or blo 1000′ may not be monitoring Eglin App freq. Special Air Traffic Rules–Part 93, see Regulatory Notice. High volume of Navy T–34 and B–06 training acft near CEW VORTAC. Be aware of uncontrolled vehicles in movement area. Transient acft must use follow–me vehicle for parking. Rwy 19 NSTD ALSF1 length 1500′. Rwy 19 at Twy M lateral ponding during wet rwy conditions—potential hydroplaning. Increased potential for hydroplaning during wet conditions due to polished concrete on first 1000′ Rwy 12–30, ponding at Twy M. Twy parallel to Rwy 12–30 may be mistaken for a rwy. The first 1000′ Rwy 12–30 is concrete on both ends. The middle portion, 10,000′ of Rwy 12–30 is asph–conc. Dept acft assigned a heading to fly, shall initiate their turn within 1 NM of dep end of rwy. Touchdown rwy visual range and rwy visibility value avbl for rwys 12–30 and 01–19. Regional WX briefings clsd weekends and holidays.

MILITARY REMARKS: See FLIP/AP 1 Route and Area Restrictions (Florida–Valpariso) for Bird Aircraft Strike Hazard, Wx Rstd and Supplementary Arpt Information. **RSTD** PPR minimum 24 hr. Ctc Base OPS DSN 872–5313/5406, C850–882–5313/5406. PPR 24 hr. PPR arr/dep times are strictly enforced. Tran acft arr late expect min 2 hr delay. Tran aircrews report late for scheduled dep expect min 2 hr delay. All AMC or acft with Distinguished Visitor code 7 or abv ctc Base OPS 20 min prior to ldg. Tran Alert will not support local, round robins, or out and back flt by tran acft. **CAUTION:** Special Air Traffic Rules, apply; see Part 93.83 Special Air Traffic Rules. High volume of general aviation acft invof arpt. Local hi–density tfc areas and rstd airspace—special opr rules apply—prior to arrival/departure all users review information at http://www.flyvps.com/air_pamphlet.html. Rwy 19 NSTD overrun 750X300, Rwy 01 NSTD overrun 500X300. Windshear condition may exist thru short–final apch and touchdown due to strong sea breeze. **CSTMS/AG/IMG** Ltd svc, no resident customs agent. Avbl for base assigned acft and their deployments only. 24 hr advance notice required. All other acft must clear customs prior to arr to Eglin AFB. **TFC PAT—**Overhead tfc Rwy 19 normal prohibited. **MISC** Exp extensive flt plan filing/dep, refuel and maintenance delays during peak mission periods/weekends. COMSAC documents not available for issue. Tran flt crew classified storage available in Base OPS to secret and blo. Standard USAF RSRS applied. Wx opr from Mon 0500Z–Sat 0500Z‡, clsd weekends and holidays, other times svc unavailable. Predominant afld visual obstruction NW to NNE, including, apch ends of Rwy 19 and Rwy 12. Afld wx monitored by AN/FMQ–19 ASOS. Remote briefing avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775.

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COMMUNICATIONS: SFA **ATIS** 134.625 273.5 (1200–0400Z‡) **PTD** 142.3 372.2

Ⓡ **APP/DEP CON** 132.1 360.6 (090°–270°) 125.1 281.45 (271°–089°)

TOWER 118.2 353.65 **GND CON** 121.8 335.8 **CLNC DEL** 127.7 377.2

EGLIN COMD POST (RAYMOND 11) 318.05 328.025 **PMSV METRO** 342.2 (Avbl during Wx opr hrs, Mon 0500Z‡–Sat 0500Z‡, clsd weekends and holidays, other times svc unavailable.)

AIRSPACE ATIS 133.0 379.15 (1200–0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′. 156° 22 NM to fld. 255/03E. **HIWAS.**

WARRINGTON (T) TACAN Chan 2 DWG (134.5) N30°28.69′ W86°31.25′ at fld. 77/00°E.

ILS/DME 109.1 I–CAH Chan 28 Rwy 19. Class IA. No NOTAM MP glide slope Rwy 19 1st Tue of Feb and Aug. ILS unmonitored 0600–1200Z‡ weekday, and 24 hrs weekend and holidays.

ILS 110.3 I–VPS Rwy 30. Class IB. No NOTAM MP LOC 4th Wed of Feb and Aug 0900–1200Z‡. ILS unmonitored 0600–1200Z‡ weekday, and 24 hrs weekend and holidays.

ASR (Sat 0700–0900Z‡)

COMM/NAV/WEATHER REMARKS: LOC Rwy 30 unusable 250′ from thld inbound due to frequency interference from Rwy 19 LOC. When APP DEP clsd ctc twr on 121.8 335.8 337.2 for CLNC DEL. UHF equipped acft must use UHF in Eglin tfc pat.

VENICE MUNI (VNC) 2 S UTC−5(−4DT) N27°04.30′ W82°26.42′ MIAMI

18 B S4 **FUEL** 100LL, JET A TPA—1018(1000) NOTAM FILE PIE H–8H, L–21D, 23B IAP

RWY 04–22: H5000X150 (ASPH) S–15, D–24 MIRL

RWY 04: REIL. PAPI(P2L)—GA 2.35° TCH 35′. Tree.

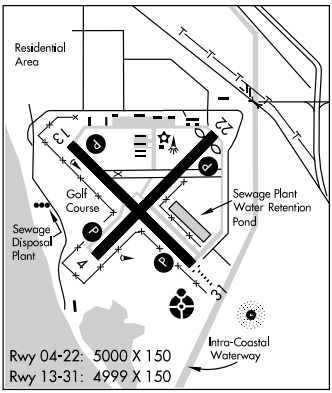
RWY 22: REIL. PAPI(P2L)—GA 2.52° TCH 22′. Thld dsplcd 294′. Bridge.

RWY 13–31: H4999X150 (ASPH–GRVD) S–30, D–63, 2D–100 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.05° TCH 42′. Tree. Rgt tfc.

RWY 31: ODALS. PAPI(P4L). —GA 2.35° TCH 35′. Tree.

AIRPORT REMARKS: Attended 1200–0000Z‡. Cracks throughout Rwy 04–22 and Rwy 13–31 with grass encroachment. Bird and wildlife on and invof the arpt. PAEW adjacent to all rwys and twys during dalgt hrs. Parasailing activity west of the arpt along beach. Arpt has extensive flight training. PPR for acft exceeding rwy weight bearing capacity—call arpt manager 941–486–2711. Noise sensitive arpt—voluntary restrictions in effect—Jet acft use noise abatement procedures. Commercial landing fees in effect, fees for all charter and revenue producing acft. Rwy 22 calm wind rwy and noise abatement rwy. MIRL Rwys 04–22 and 13–31, REIL Rwys 04, 22, 13 and 31, PAPI Rwys 04, 22, 13, and 31, and ODALS Rwy 31 opr dusk – 0500Z‡. After 0500Z‡ ACTIVATE—CTAF.



WEATHER DATA SOURCES: AWOS–1 119.275 (941) 486–2718.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **TAMPA APP/DEP CON** 119.65 124.95 **CLNC DEL** 118.075

RADIO AIDS TO NAVIGATION: NOTAM FILE SRQ.

SARASOTA (H) VORTAC 117.0 SRQ Chan 117 N27°24.42′ W82°33.82′ 163° 20.2 NM to fld. 20/02W.

NDB (MHW) 206 VNC N27°03.69′ W82°25.84′ at fld. NOTAM FILE PIE.

VERO BEACH

NEW HIBISCUS AIRPARK (X52) 7 W UTC−5(−4DT) N27°37.94′ W80°31.65′ MIAMI

25 S2 **FUEL** 100LL NOTAM FILE PIE

RWY 18–36: 3120X150 (TURF) LIRL (NSTD)

RWY 18: P–line. **RWY 36:** Thld dsplcd 200′. Trees.

AIRPORT REMARKS: Attended dalgt hours. Extensive crop dusting opr. Rwy 36 dsplcd thld marked with one green lgt and two orange cones either side of rwy. Rwy 18 and Rwy 36 ends marked with one green lgt and two orange cones either side. Rwy 18 wheel mounted chemical tanks anchored at thld 80 ft left of centerline. PPR for transient training acft call 772–562–2715. Rwy 18–36 NSTD LIRL, thld lgts do not have split lenses.

COMMUNICATIONS: CTAF/UNICOM 122.8

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	

HI-ILS RWY 19 or HI-LOC RWY 19

JAL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase all CAT RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

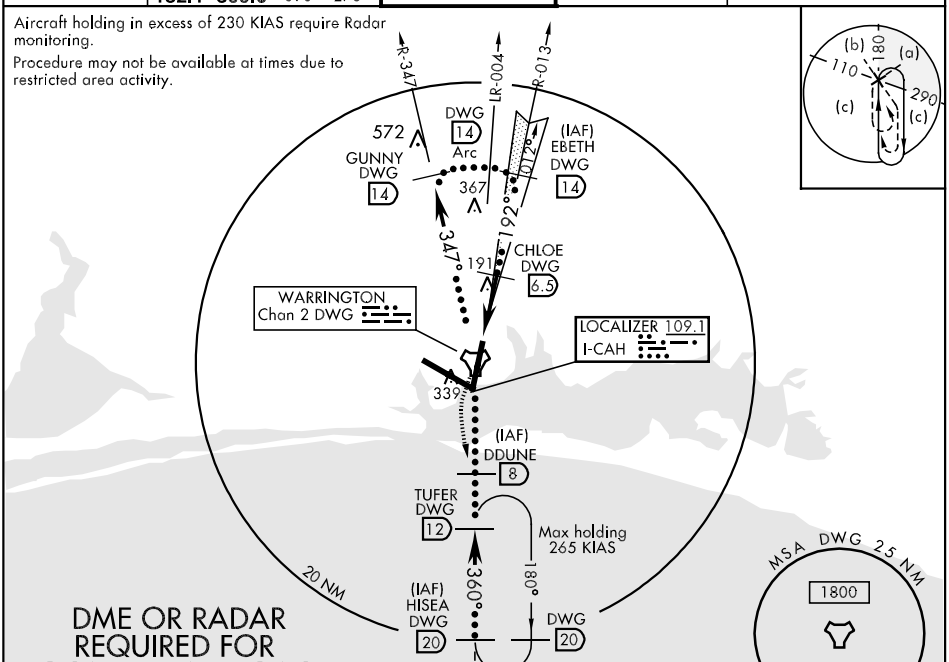
ALSF-1

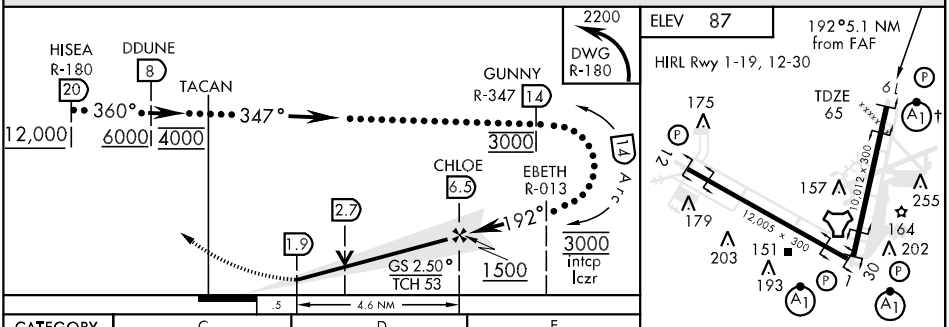
MISSED APPROACH: Climb to 2200 on the DWG R-180 to TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Aircraft holding in excess of 230 KIAS require Radar monitoring.

Procedure may not be available at times due to restricted area activity.





CATEGORY	C	D	E
S-ILS 19 *	265/40	200 (200-¾)	
S-LOC 19 **	480/40	415 (400-¾)	480/50 415 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

SE-3, 23 SEP 2010 to 21 OCT 2010

VALPARAISO, FLORIDA

HI-ILS RWY 30 or HI-LOC RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005 TDZE 74 Arpt Elev 87
110.3	300°	

JAL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop increase CAT AB vis to ¾ mile.
** When ALS inop increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not useable at times due to restricted area activity

(b) 180 110 (a) 290 (c) (c)

Aircraft holding in excess of 230Kts require radar monitoring.

645 308 379 378 339 353 749

LOCALIZER 110.3 I-VPS

WARRINGTON Chan 2 DWG

CAUTION: Coupled approaches not authorized inside decision height.

SHYPP DWG 5.4

TEXXS DWG 12

TUFER DWG 12

HISEA DWG 20

300° 120° R-180 R-121 LR-131 360° 180° 12 Arc DWG

MSA DWG 2.5 NM 1800

20 NM

Max holding 265 KIAS

DME or RADAR REQUIRED FOR LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600

600 2200 DWG R-180

TACAN JABTA .9 SHYPP 5.4 TEXXS R-121 12 TUFER R-180 12 HISEA R-180 20 300° 360° 1500 1600 intcp tcrs 12 Arc 6000 12,000 GS 2.50° TCH 58 .6 4.5 NM

ELEV 87

HIRL Rwy 1-19, 12-30

175 157 179 203 151 193 255 164 202 61 30 7 12,012 x 300 12,005 x 300

TDZE 74

† Rwy 19 apch lgt 1500′ nonstandard.

300°5.1 NM from FAF

CATEGORY	C	D	E
S-ILS 30 ★	274-½	207 (200-½)	
S-LOC 30 ★★	440-¾	366 (400-¾)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

LOC FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

VALPARAISO, FLORIDA
Amdt 1 10154

30°29′N-86°32′W

EGLIN AFB (KVPS)

HI-ILS RWY 30 or HI-LOC RWY 30

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	10,012
DWG Chan 2	360°	TDZE	65
		Arpt Elev	87

JAL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not useable at times due to restricted area activity

DWG 30 R-360

360° 180°

(IAF) KAMPP DWG 20

Max holding 265 KIAS

180°

WARRINGTON Chan 2 DWG

308 379 378 339 245

OSCAR DWG 5

749 353 210

360° 201°

TUFER DWG 12

180°

20 NM

360°

DWG 20

R-201

(IAF) TEKAY DWG 25

Max holding 265 KIAS

180°

360°

DWG 35 DWG 35

R-180

EMERG SAFE ALT 100 NM 3600

(b) 180 110 (a) 290 (c) (c)

MSA DWG 25 NM 1800

800 2200 DWG R-180

KAMPP R-360 20 180° FL180 | FL180

TACAN 201°

TEKAY R-180 25

Left at 9000 360° 14,000

OSCAR 5 360°

KUDBE .8 1.4 1500

2.62° TCH 56

.5 4.2 NM

ELEV 87

HIRL Rwy 1-19, 12-30

175 12 179 203 157 193 151 10,012 x 300 12,005 x 300 61 255 164 202 30 TDZE 65

360° to TACAN

† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	C	D	E
S-1 *	460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

VALPARAISO, FLORIDA

HI-TACAN RWY 12

TACAN	DWG	APCH CRS	Rwy ldg	12,005
Chan	2	113°	TDZE	87
			Arpt Elev	87

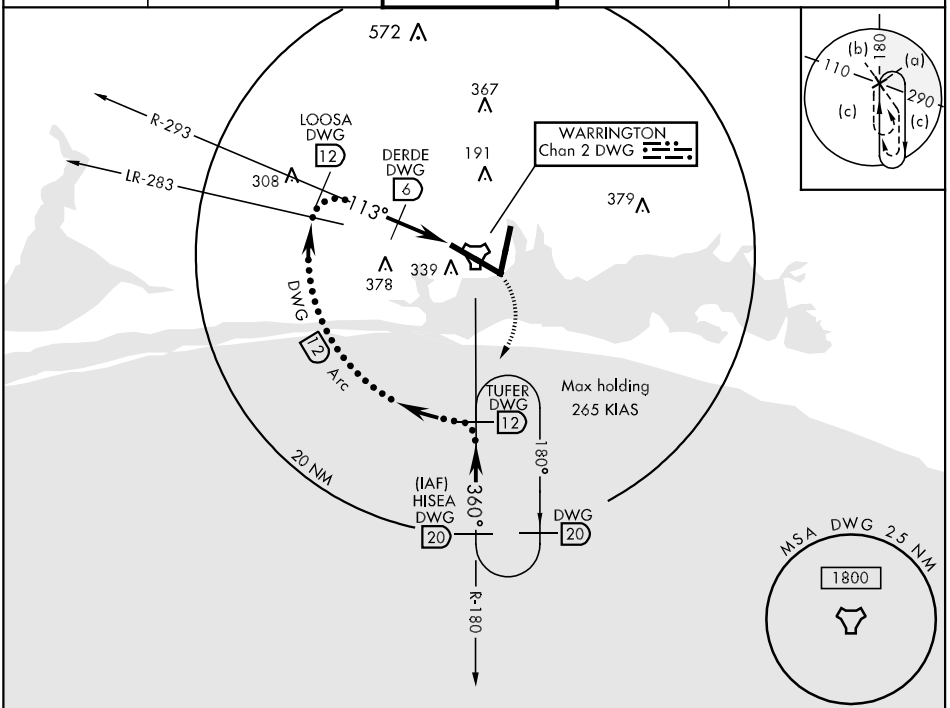
JAL-436 [USAF]

EGLIN AFB (KVPS)

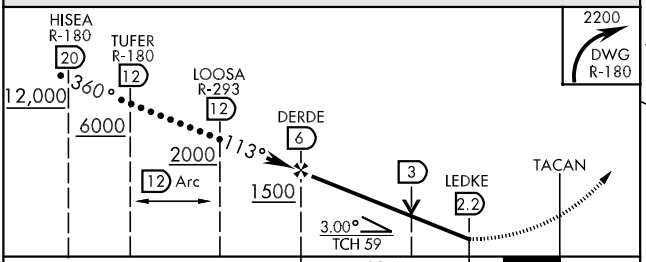
Procedure not useable at times due to restricted area activity

MISSED APPROACH: Climbing right turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



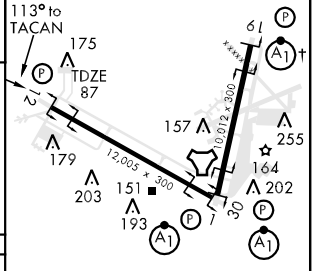
EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-12	540/60 454 (500-1¼)	540-1½ 454 (500-1½)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

VALPARAISO, FLORIDA

Orig 10154

30°29′N-86°32′W

EGLIN AFB (KVPS)

HI-TACAN RWY 12

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 19

TACAN	DWG	APCH CRS	Rwy ldg	10,012
Chan	2	199°	TDZE	65
			Arpt Elev	87

JAL-436 [USAF]

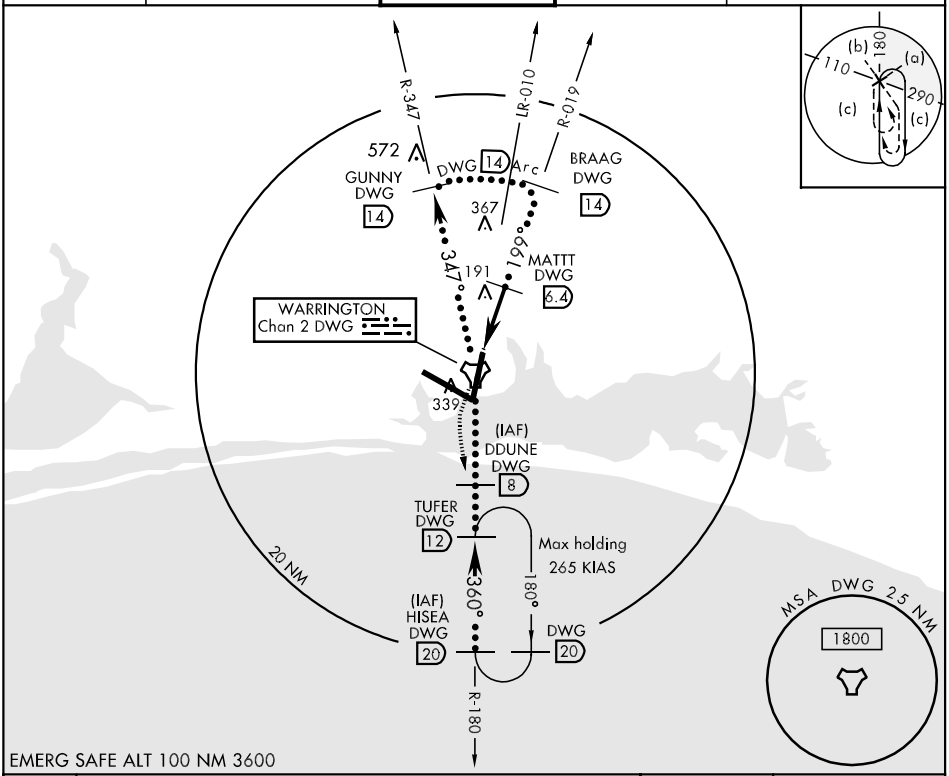
EGLIN AFB (KVPS)

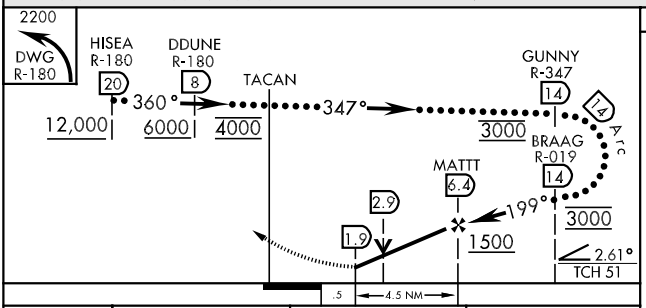
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE increase vis by ½ mile.

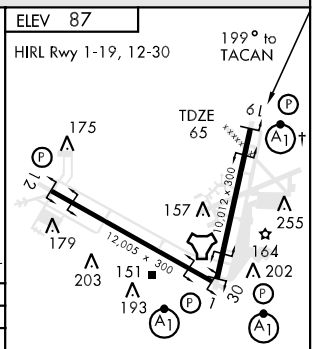
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	C	D	E
S-19 *	540/40 475(500-¾)	540/50 475 (500-1)	540/60 475(500-1¼)
CIRCLING	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 30

TACAN	DWG Chan 2	APCH CRS 313°	Rwy ldg 12,005 TDZE 74 Arpt Elev 87	JAL-436 [USAF]	EGLIN AFB (KVPS)

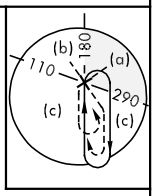
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

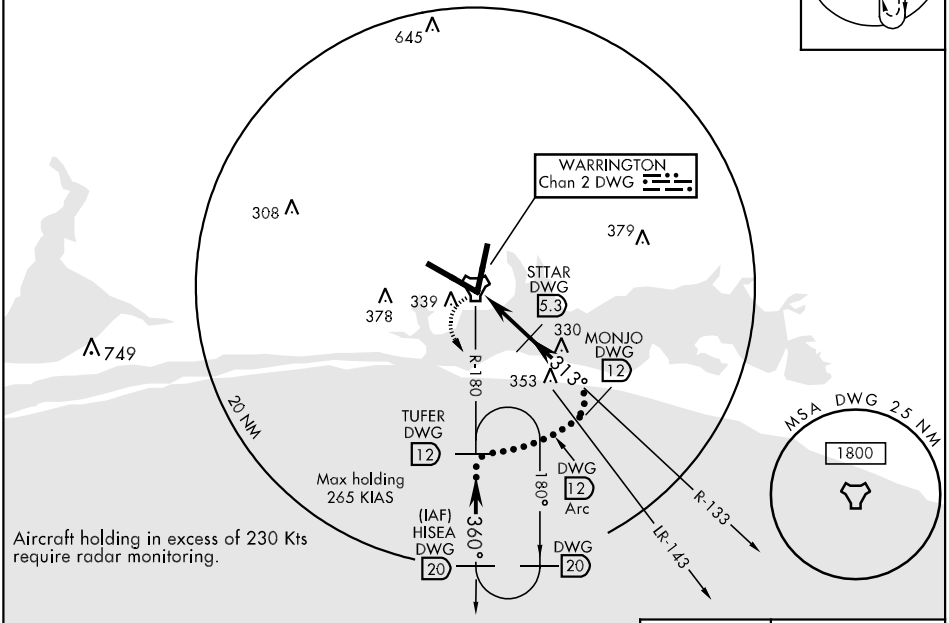
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

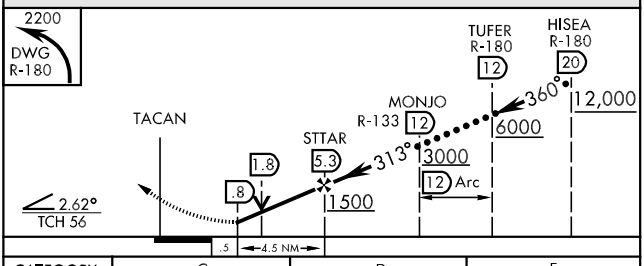
ATIS★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.





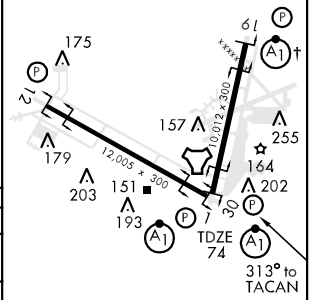
EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-30 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Y RWY 19 or LOC Y RWY 19

LOC I-CAH	APCH CRS	Rwy Idg 10,012
109.1	192°	TDZE 65
Chan 28		Arpt Elev 87

AL-436 [USAF]

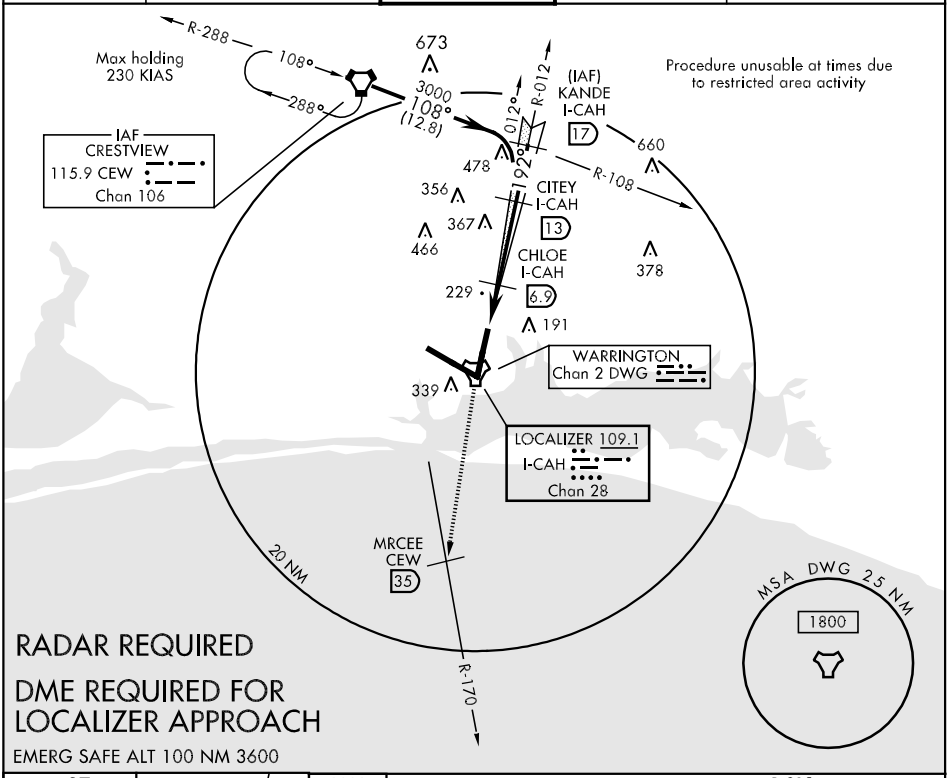
EGLIN AFB (KVPS)

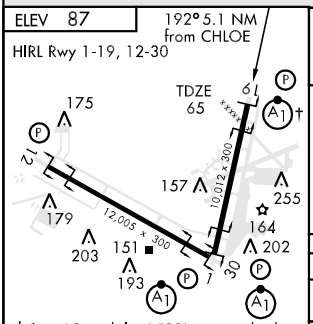
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

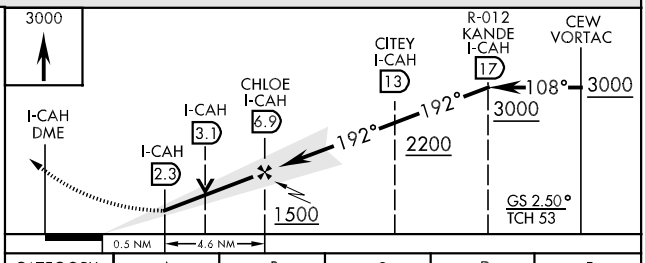
MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2





Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23



CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24	200 (200-½)	265/40	200	(200-¾)
S-LOC 19 **	480/24	415 (400-½)	480/40	415 (400-¾)	480/50 415 (400-1)
CIRCLING	580-1	493 (500-1)	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

ILS Z RWY 19 or LOC Z RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	AL-436 [USAF]

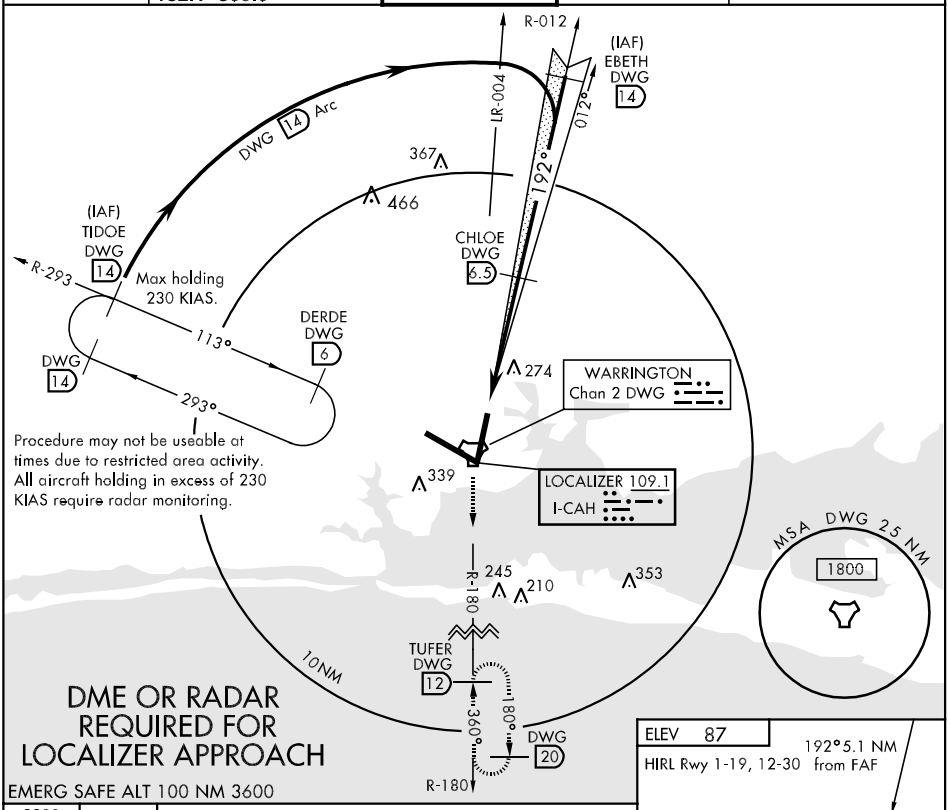
EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

ALSF-1

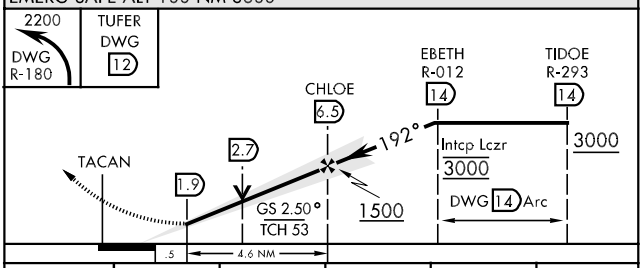
MISSED APPROACH: Climb to 2200 on DWG R-180 to 12 DME/TUFER and hold.

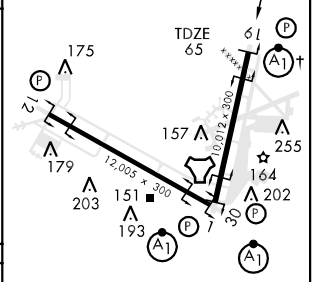
ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010





CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24 200 (200-½)		265/40 200 (200-¾)		
S-LOC 19 **	480/24 415 (400-½)		480/40 415 (400-¾)		480/50 415 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

LOC FAF to MAP 4.6 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23

ILS Z RWY 30 or LOC Z RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005 / TDZE 74 / Arpt Elev 87
110.3	300°	

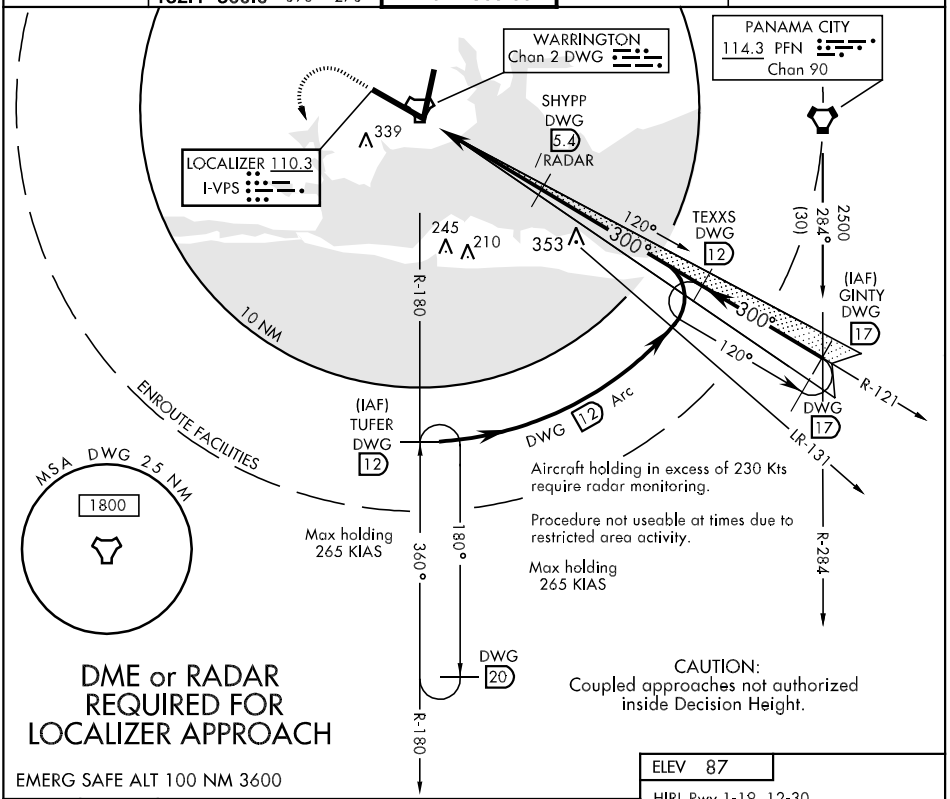
AL-436 [USAF] EGLIN AFB (KVPS)

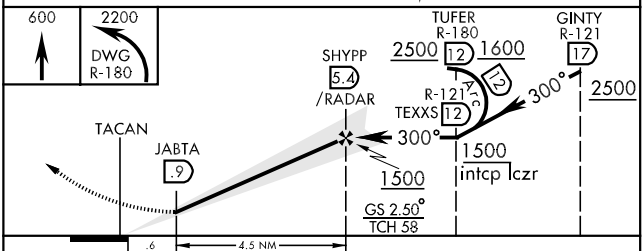
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1, CAT D RVR to 60 and vis to 1¼, CAT E vis to 1¼ mile.

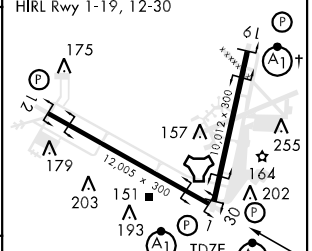
ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-ILS 30 *	274/24	200 (200-½)			
S-LOC 30 **	440/24	366 (400-½)	440/40	366 (400-¾)	
CIRCLING	580-1	493 (500-1)	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2 ¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180	200
Min:Sec	4:30	3:00	2:15	1:48	1:30	1:21

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	10012
012°	TDZE	64
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

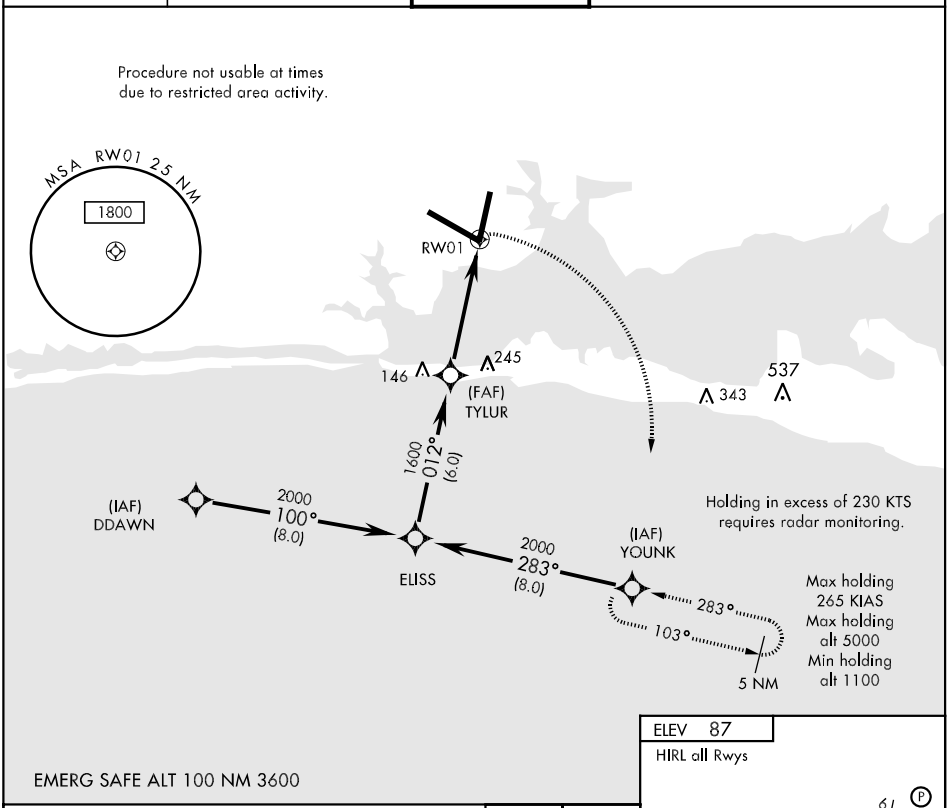
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile DME/DME RNP-0.3 NA

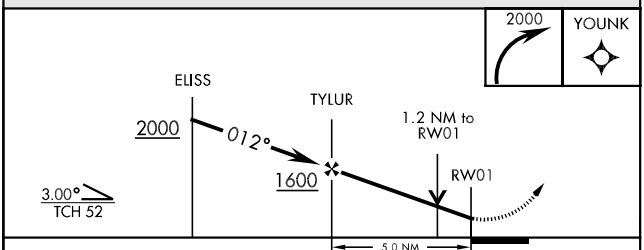
ALSF-1

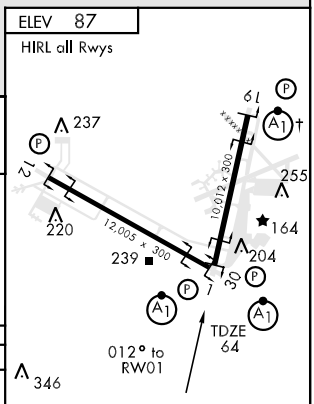
MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271° - 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090° - 270°			

Procedure not usable at times due to restricted area activity.







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 436 (500-½)		500/40 436 (500-¾)	500/50 436 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg	12,005
120°	TDZE	87
	Arpt Elev	87

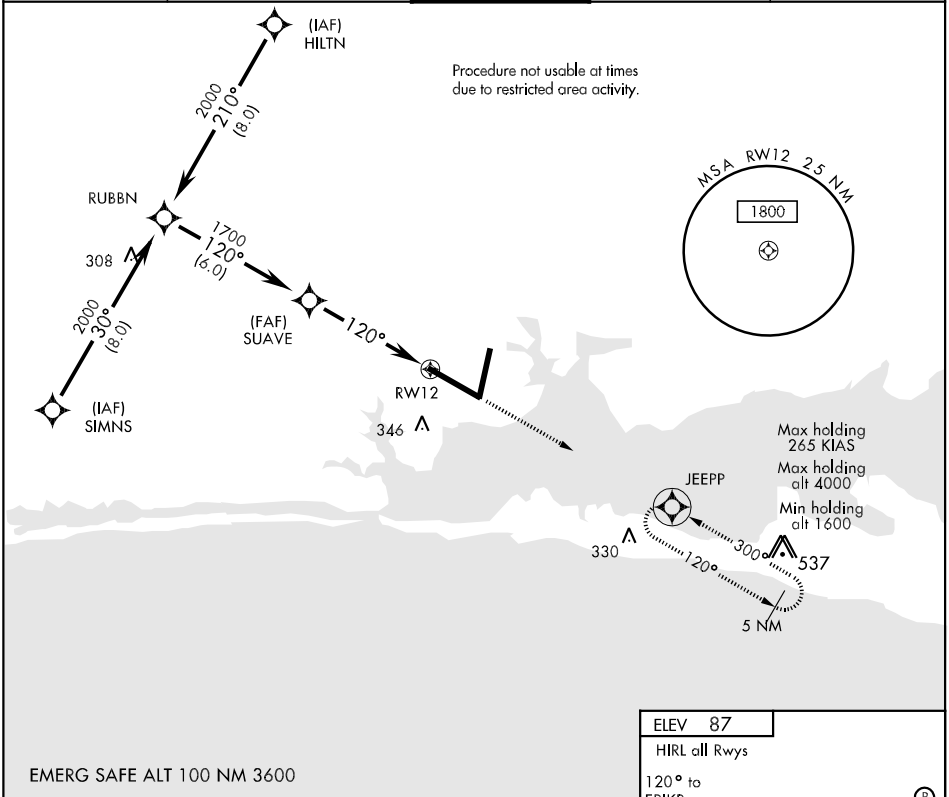
AL-436 [USAF]

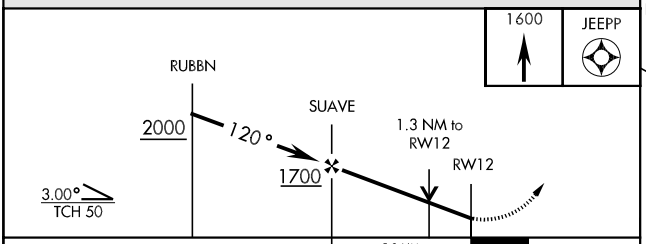
EGLIN AFB (KVPS)

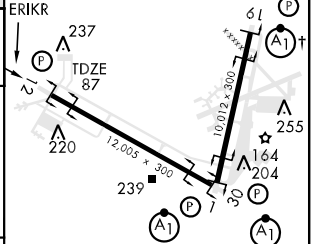
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
LNAV MDA	540/50 453 (500-1)		540/60 453 (500-1¼)	540-1½ 453 (500-1½)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	10012
192°	TDZE	65
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.

(IAF) LEDAH

(IAF) HAWXX

2200 210° (8.0)

2200 120° (8.0)

CAJNN

1500 192° (6.0)

(FAF) TAMEE

192°

RW19

MSA RW19 2.5 NM

1800

ELISS

Max holding 265 KIAS

Max holding alt 4000

Min holding alt 1100

012° 192°

5 NM

330

EMERG SAFE ALT 100 NM 3600

ELEV 87

192° to RW19

HIRL all Rwys

TDZE 65

61

237

12

220

12,005 x 300

10,012 x 300

255

164

204

239

30

346

† Rwy 19 apch lgt 1500' nonstandard.

2000

ELISS

CAJNN

TAMEE

1.5 NM to RW19

RW19

192°

2200

1500

2.50°

TCH 67

5.0 NM

CATEGORY	A	B	C	D	E
LNAV MDA*	540/24 475 (500-½)		540/40 475 (500-¾)	540/50 475 (500-1)	540/60 475 (500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 30

APCH CRS	Rwy Idg	12004
300°	TDZE	74
	Arpt Elev	87

AL-436 [USAF]

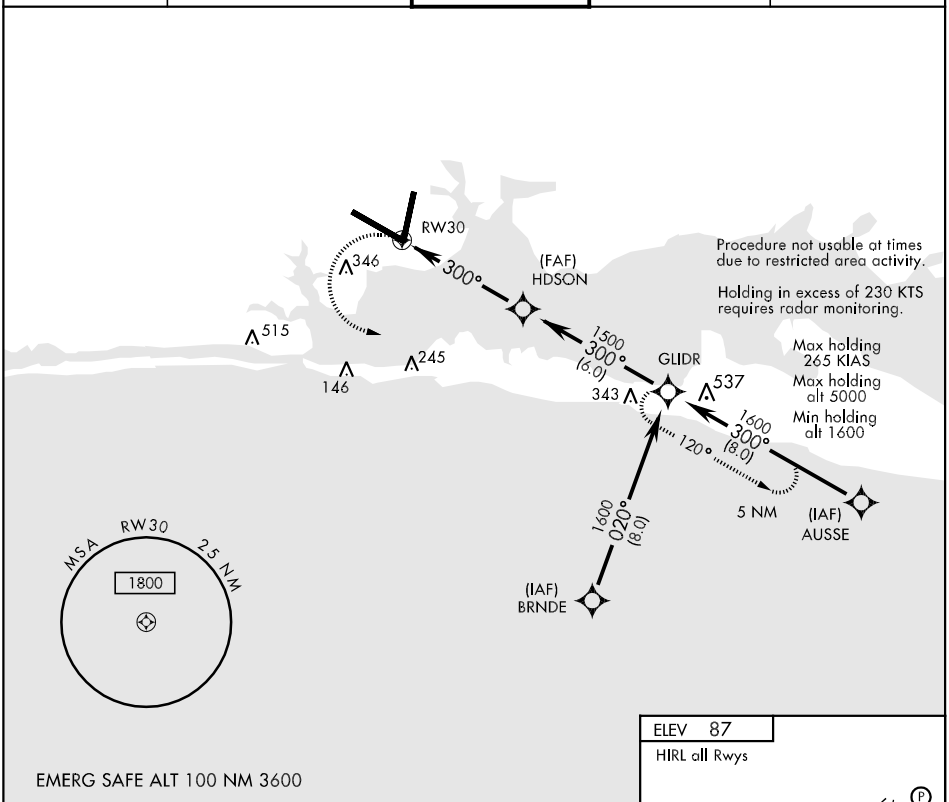
EGLIN AFB (KVPS)

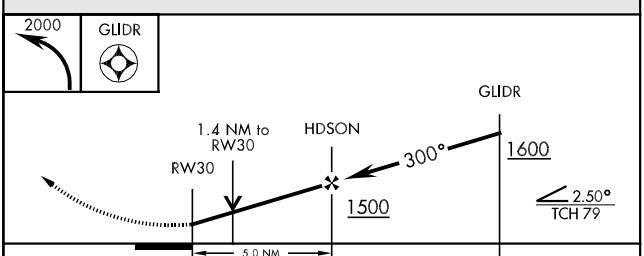
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

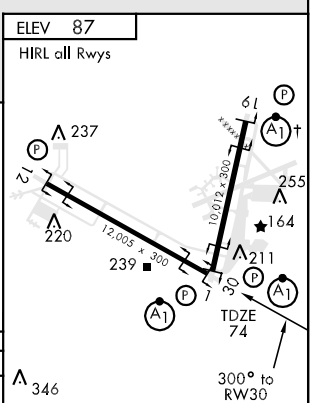
ALSF-1

MISSED APPROACH: Climbing left turn to 2000 to GLIDR and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 426 (500-½)		500/40 426 (500-¾)		500/50 426 (500-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 1

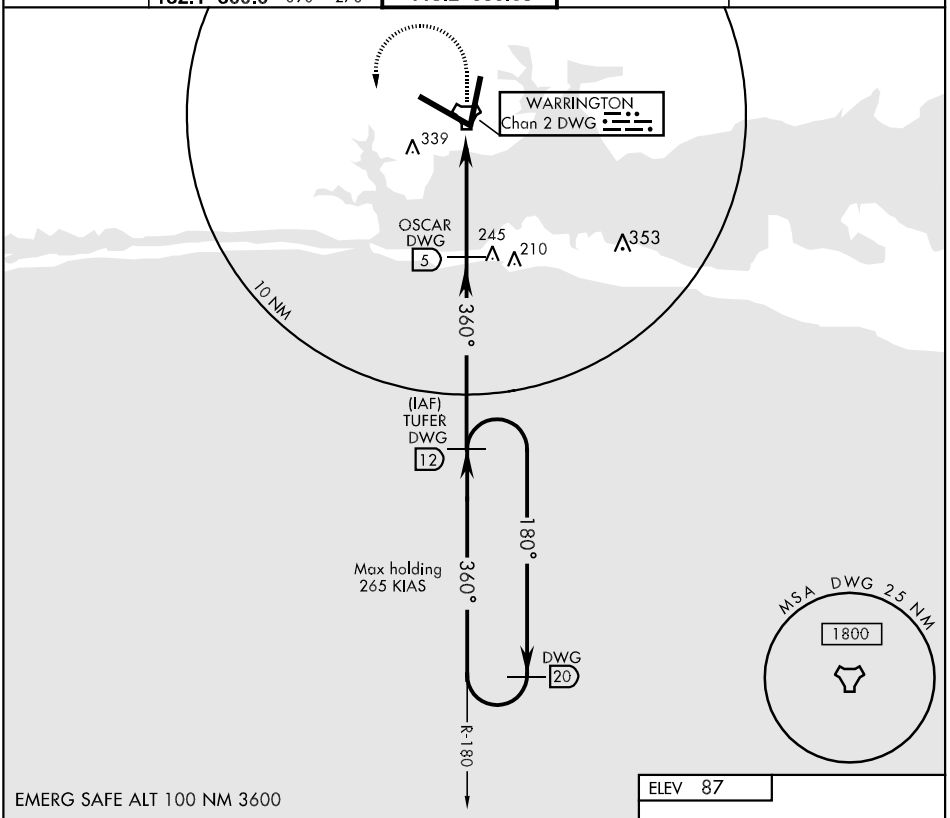
TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg 10,012 TDZE 65 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

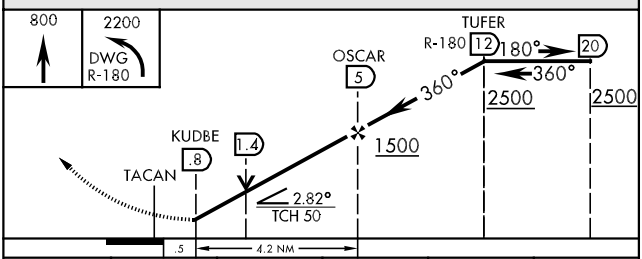
* When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

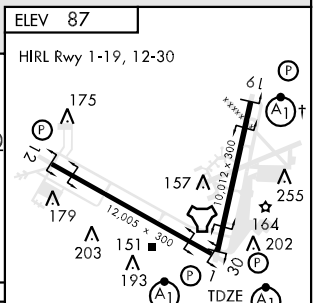
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-1 *	460/24 396 (400-½)		460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

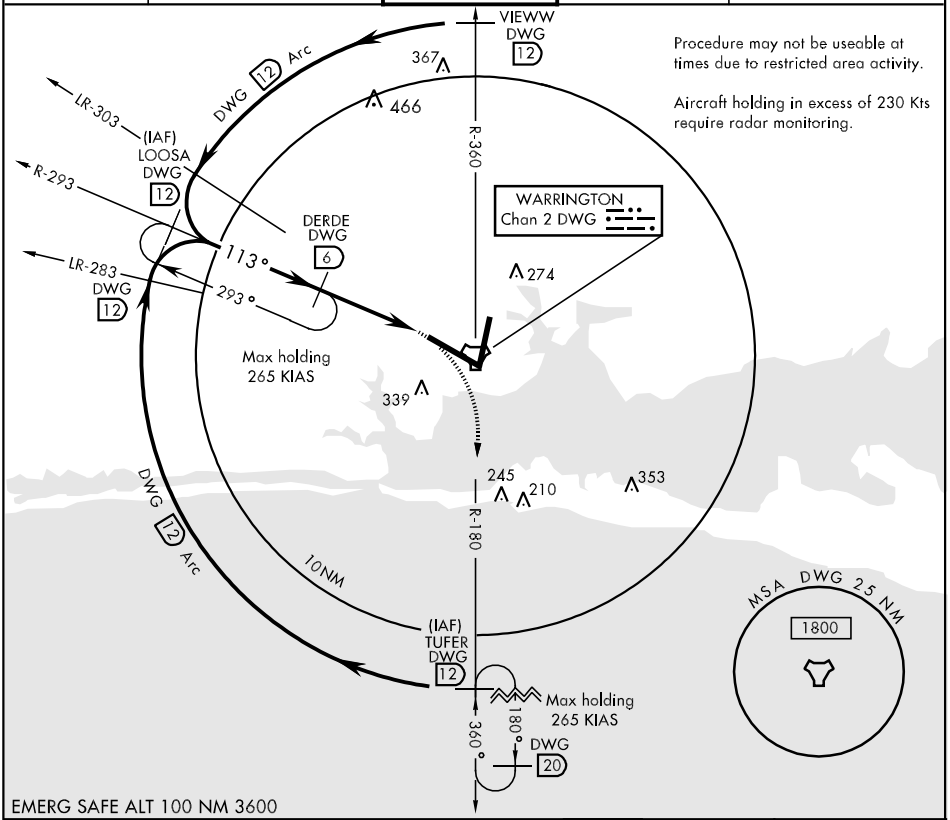
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

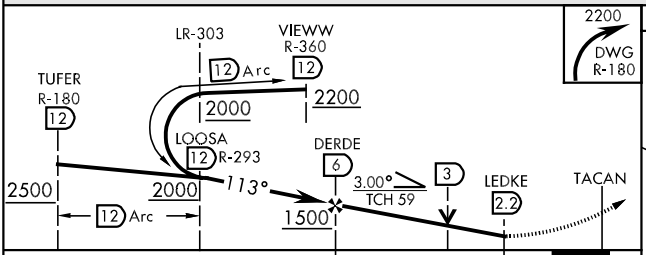
TACAN RWY 12

TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

MISSED APPROACH: Climbing right turn to 2200 on DWG R-180 to TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

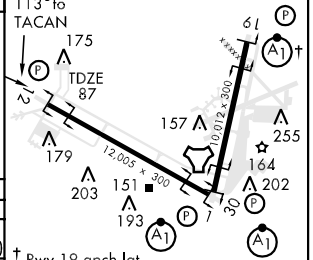




2200 DWG R-180

ELEV 87

HIRL Rwy 1-19, 12-30



CATEGORY	A	B	C	D	E
S-12	540/50 454 (500-1)		540/60 454 (500-1¼)	540-1½ 454 (500-1½)	540-1½ 454 (500-1½)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 19

TACAN	DWG	APCH CRS	Rwy ldg	10,012
Chan	2	199°	TDZE	65
			Arpt Elev	87

AL-436 [USAF]

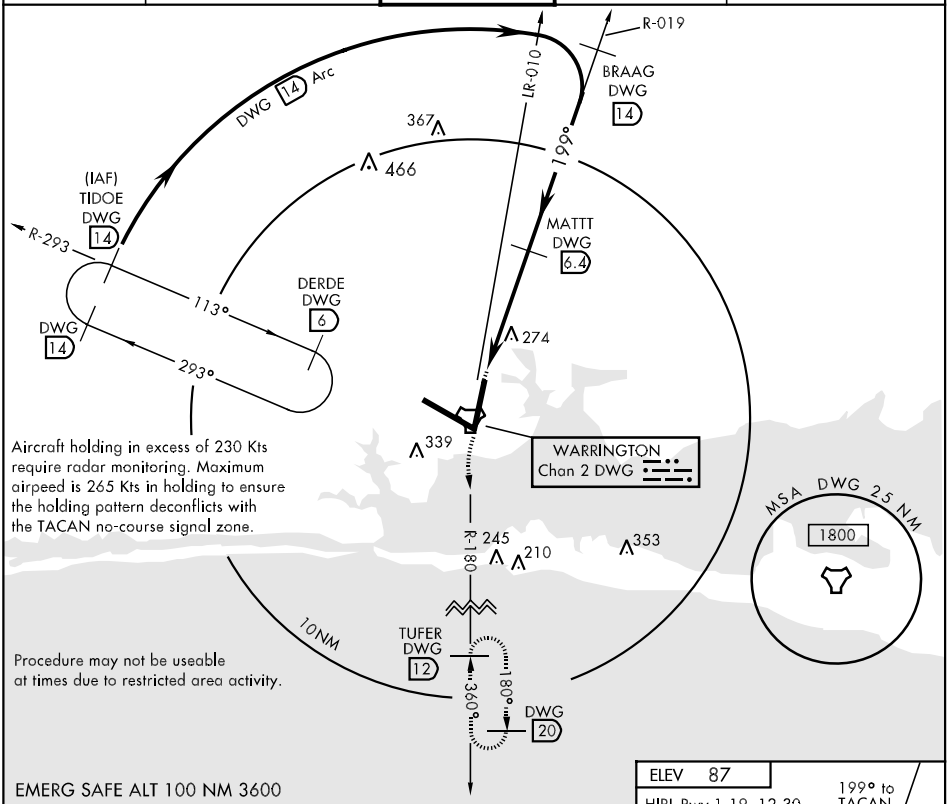
EGLIN AFB (KVPS)

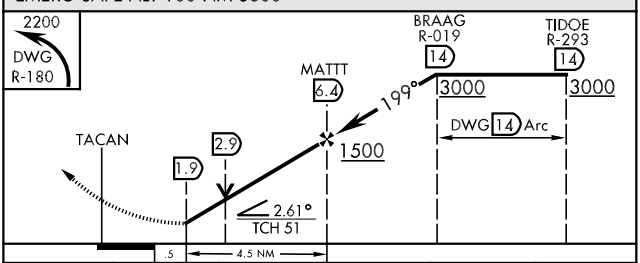
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

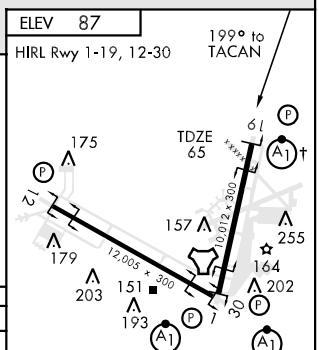
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-19 *	540/24 475 (500-½)		540/40 475(500-¾)	540/50 475(500-1)	540/60 475(500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TACAN RWY 30

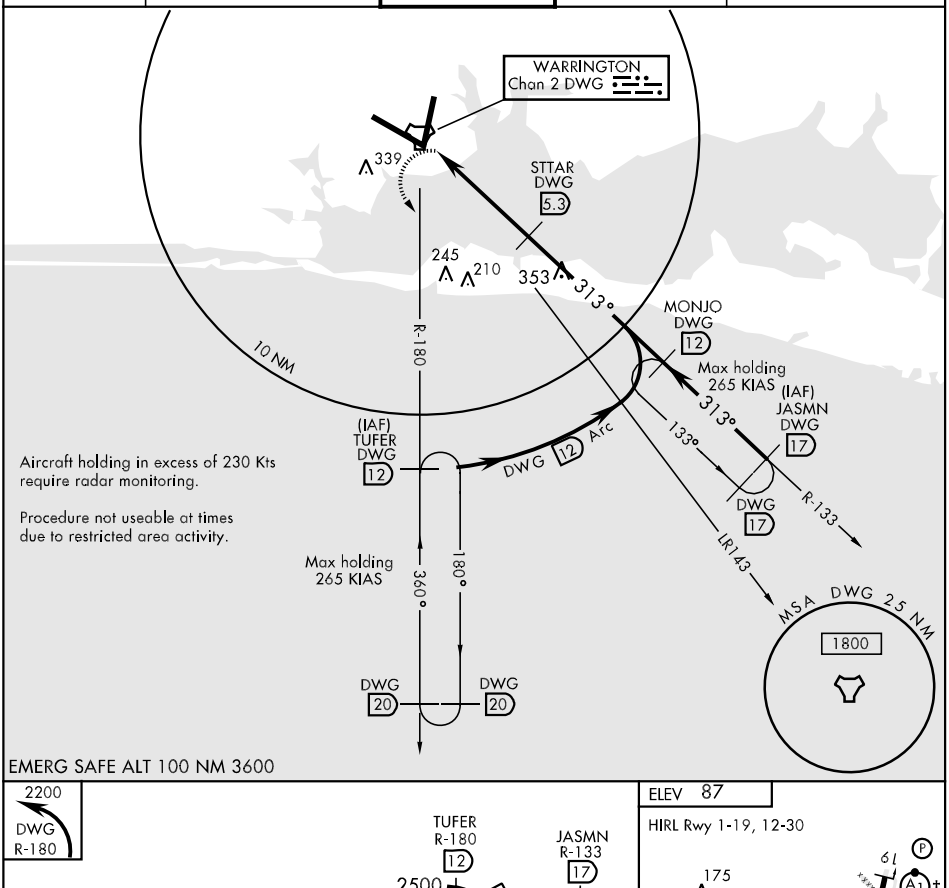
TACAN DWG Chan 2	APCH CRS 313°	Rwy Idg 12,005 TDZE 74 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

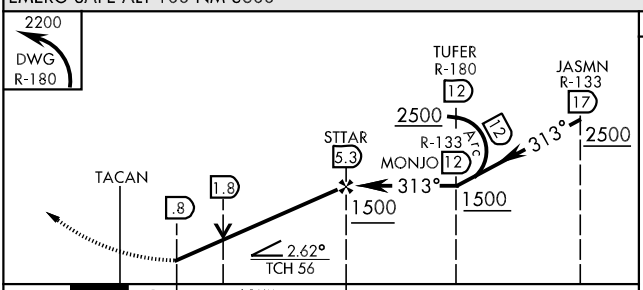
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS*	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

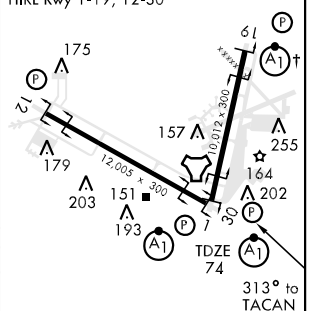




CATEGORY	A	B	C	D	E
S-30*	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA **ATIS** 134.625 273.5 (1200–0400Z‡) **PTD** 142.3 372.2

Ⓡ **APP/DEP CON** 132.1 360.6 (090°–270°) 125.1 281.45 (271°–089°)

TOWER 118.2 353.65 **GND CON** 121.8 335.8 **CLNC DEL** 127.7 377.2

EGLIN COMD POST (RAYMOND 11) 318.05 328.025 **PMSV METRO** 342.2 (Avbl during Wx opr hrs, Mon 0500Z‡–Sat 0500Z‡, clsd weekends and holidays, other times svc unavailable.)

AIRSPACE ATIS 133.0 379.15 (1200–0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57′ W86°40.75′. 156° 22 NM to fld. 255/03E. **HIWAS.**

WARRINGTON (T) TACAN Chan 2 DWG (134.5) N30°28.69′ W86°31.25′ at fld. 77/00°E.

ILS/DME 109.1 I–CAH Chan 28 Rwy 19. Class IA. No NOTAM MP glide slope Rwy 19 1st Tue of Feb and Aug. ILS unmonitored 0600–1200Z‡ weekday, and 24 hrs weekend and holidays.

ILS 110.3 I–VPS Rwy 30. Class IB. No NOTAM MP LOC 4th Wed of Feb and Aug 0900–1200Z‡. ILS unmonitored 0600–1200Z‡ weekday, and 24 hrs weekend and holidays.

ASR (Sat 0700–0900Z‡)

COMM/NAV/WEATHER REMARKS: LOC Rwy 30 unusable 250′ from thld inbound due to frequency interference from Rwy 19 LOC. When APP DEP clsd ctc twr on 121.8 335.8 337.2 for CLNC DEL. UHF equipped acft must use UHF in Eglin tfc pat.

VENICE MUNI (VNC) 2 S UTC−5(−4DT) N27°04.30′ W82°26.42′ MIAMI

18 B S4 **FUEL** 100LL, JET A TPA—1018(1000) NOTAM FILE PIE H–8H, L–21D, 23B IAP

RWY 04–22: H5000X150 (ASPH) S–15, D–24 MIRL

RWY 04: REIL. PAPI(P2L)—GA 2.35° TCH 35′. Tree.

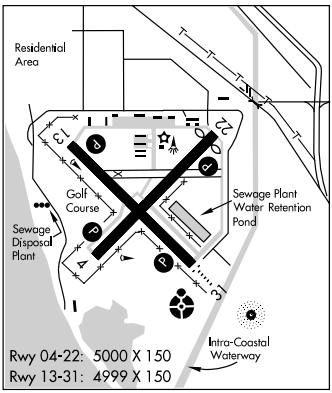
RWY 22: REIL. PAPI(P2L)—GA 2.52° TCH 22′. Thld dsplcd 294′. Bridge.

RWY 13–31: H4999X150 (ASPH–GRVD) S–30, D–63, 2D–100 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.05° TCH 42′. Tree. Rgt tfc.

RWY 31: ODALS. PAPI(P4L). —GA 2.35° TCH 35′. Tree.

AIRPORT REMARKS: Attended 1200–0000Z‡. Cracks throughout Rwy 04–22 and Rwy 13–31 with grass encroachment. Bird and wildlife on and invof the arpt. PAEW adjacent to all rwys and twys during dalgt hrs. Parasailing activity west of the arpt along beach. Arpt has extensive flight training. PPR for acft exceeding rwy weight bearing capacity—call arpt manager 941–486–2711. Noise sensitive arpt—voluntary restrictions in effect—Jet acft use noise abatement procedures. Commercial landing fees in effect, fees for all charter and revenue producing acft. Rwy 22 calm wind rwy and noise abatement rwy. MIRL Rwys 04–22 and 13–31, REIL Rwys 04, 22, 13 and 31, PAPI Rwys 04, 22, 13, and 31, and ODALS Rwy 31 opr dusk – 0500Z‡. After 0500Z‡ ACTIVATE—CTAF.



WEATHER DATA SOURCES: AWOS–1 119.275 (941) 486–2718.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **TAMPA APP/DEP CON** 119.65 124.95 **CLNC DEL** 118.075

RADIO AIDS TO NAVIGATION: NOTAM FILE SRQ.

SARASOTA (H) VORTAC 117.0 SRQ Chan 117 N27°24.42′ W82°33.82′ 163° 20.2 NM to fld. 20/02W.

NDB (MHW) 206 VNC N27°03.69′ W82°25.84′ at fld. NOTAM FILE PIE.

VERO BEACH

NEW HIBISCUS AIRPARK (X52) 7 W UTC−5(−4DT) N27°37.94′ W80°31.65′ MIAMI

25 S2 **FUEL** 100LL NOTAM FILE PIE

RWY 18–36: 3120X150 (TURF) LIRL (NSTD)

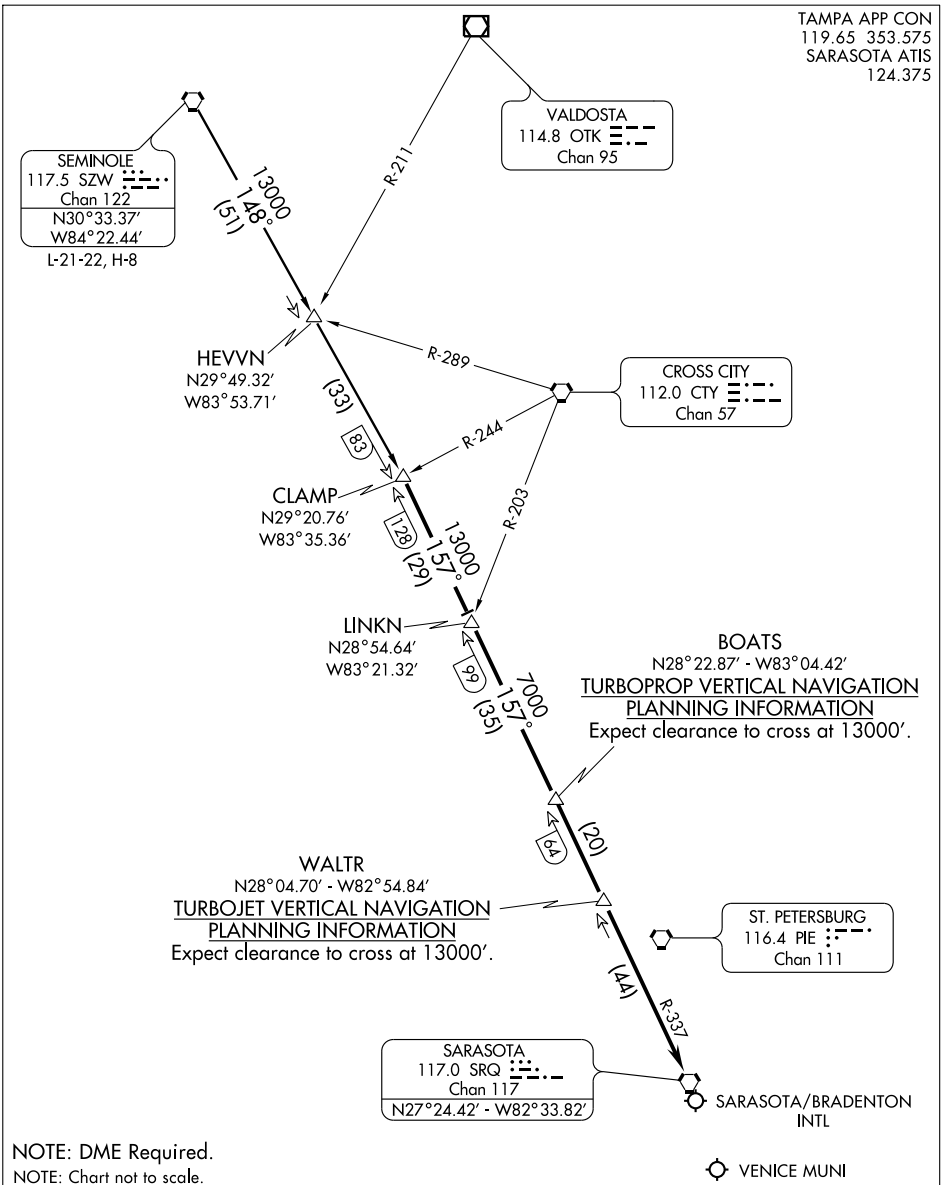
RWY 18: P–line. **RWY 36:** Thld dsplcd 200′. Trees.

AIRPORT REMARKS: Attended dalgt hours. Extensive crop dusting opr. Rwy 36 dsplcd thld marked with one green lgt and two orange cones either side of rwy. Rwy 18 and Rwy 36 ends marked with one green lgt and two orange cones either side. Rwy 18 wheel mounted chemical tanks anchored at thld 80 ft left of centerline. PPR for transient training acft call 772–562–2715. Rwy 18–36 NSTD LIRL, thld lgts do not have split lenses.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

SE-3, 23 SEP 2010 to 21 OCT 2010

NDB VNC 206	APP CRS 317°	Rwy Idg 4999 TDZE 16 Apt Elev 18

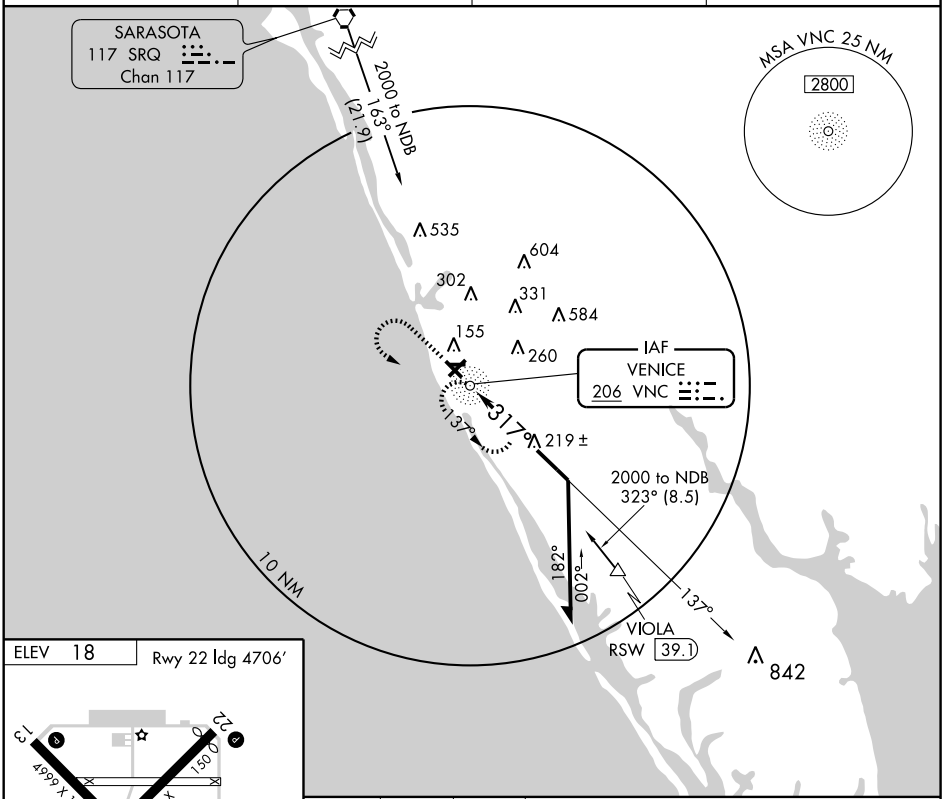
NDB RWY 31
VENICE MUNI (VNC)

T NA — When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase S-31 Cats. C/D and circling Cat. C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

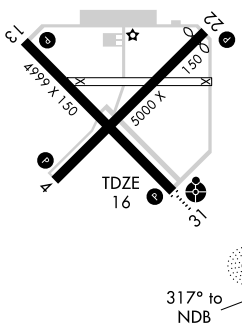
ODALS

MISSED APPROACH: Climb to 1600 then climbing left turn to 1900 direct VNC NDB and hold.

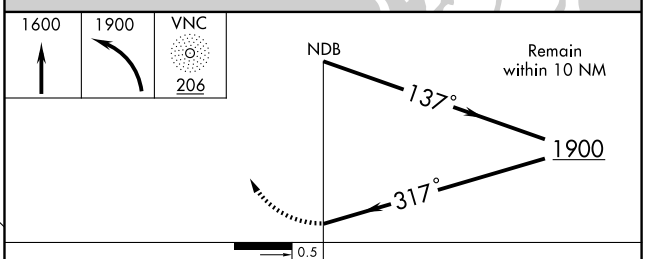
AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 — Rwy 22 ldg 4706'



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L



CATEGORY	A	B	C	D
S-31	580-1 564 (600- 1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 562 (600-1)		580-1½ 562 (600-1½)	600-2 582 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 13

VENICE MUNI (VNC)

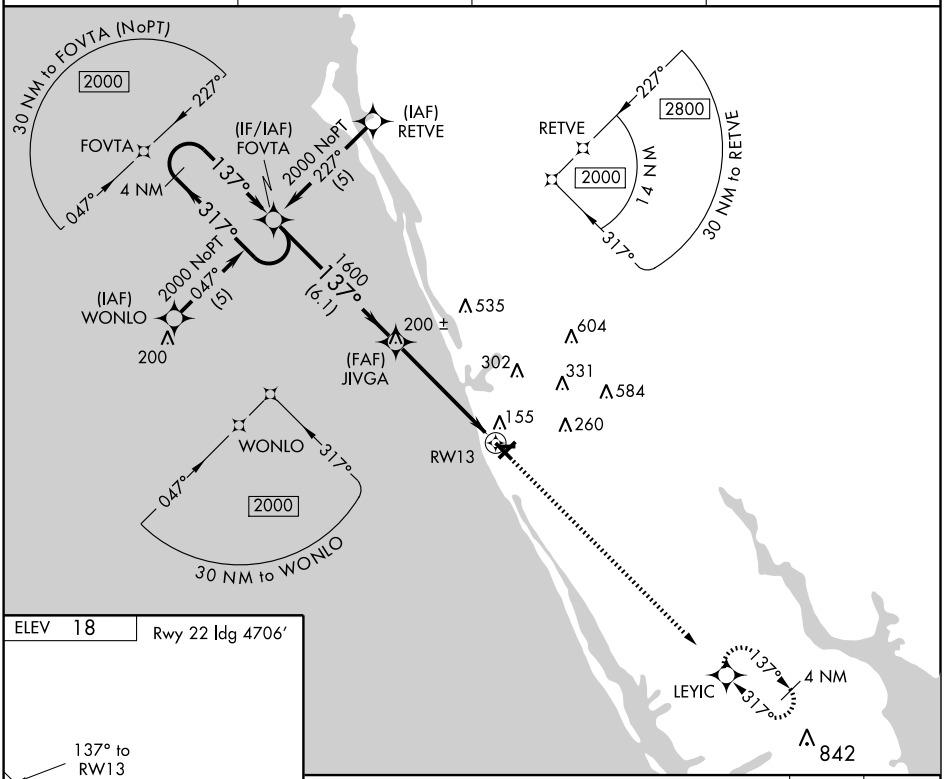
APP CRS	Rwy Idg	4999
137°	TDZE	16
	Apt Elev	18

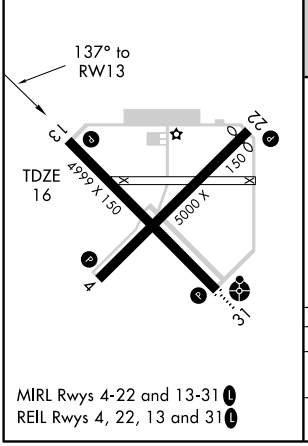
T
NA

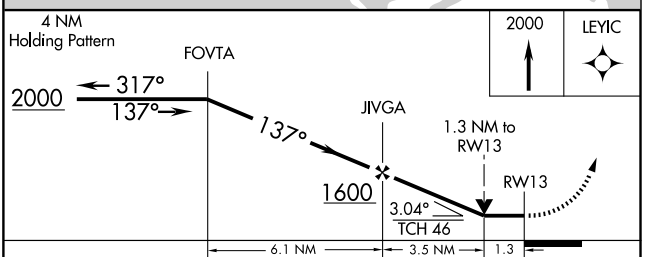
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Sarasota altimeter setting.

MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 444 (500-1)		460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

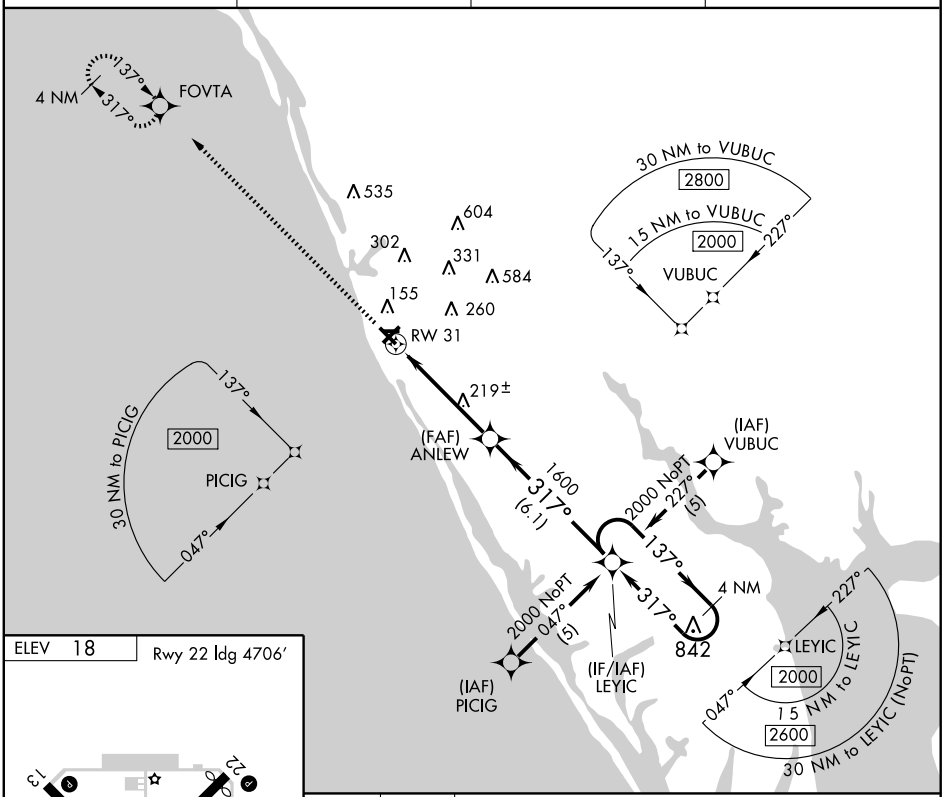
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

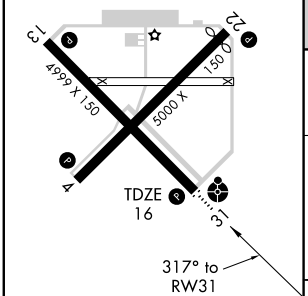
APP CRS	Rwy Idg	4999
317°	TDZE	16
	Apt Elev	18

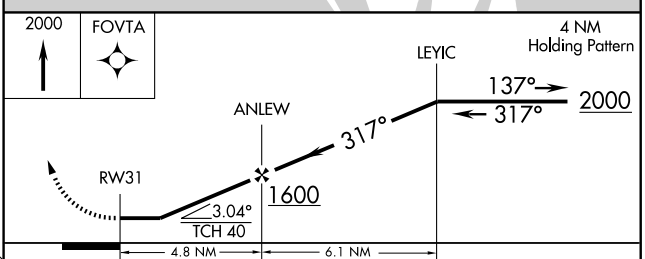
RNAV (GPS) RWY 31
VENICE MUNI (VNC)

NA	When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L

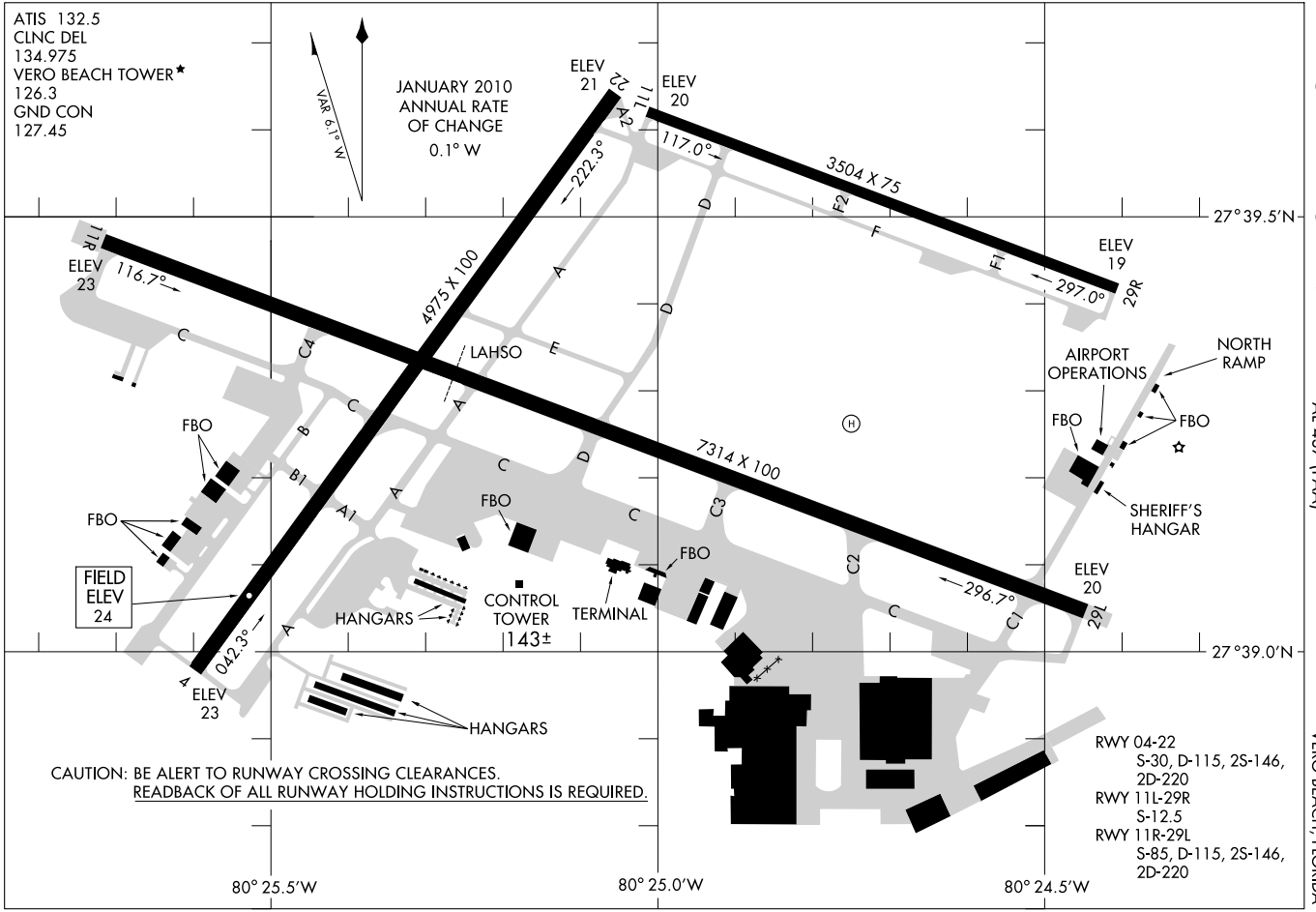






CATEGORY	A	B	C	D
LNAV MDA	480-1 464 (500-1)		480-1¼ 464 (500-1¼)	480-1½ 464 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010



10210
AIRPORT DIAGRAM
VERO BEACH MUNI (VRB)
VERO BEACH, FLORIDA

AL-437 (FAA)

VERO BEACH MUNI (VRB) 1 NW UTC−5(−4DT) N27°39.33′ W80°25.08′ **MIAMI**
24 B S4 **FUEL** 100, JET A OX 1, 2 TPA—See Remarks Class IV, ARFF Index A **H–8I, L–24F**
NOTAM FILE VRB **IAP, AD**
RWY 11R–29L: H7314X100 (ASPH–GRVD) S–85, D–115, 2S–146, 2D–220 MIRL
RWY 11R: REIL. PAPI (P4L)—GA 3.0° TCH 41′. Trees. **RWY 29L:** REIL. PAPI(P4L) TCH 58′.
RWY 04–22: H4975X100 (ASPH–GRVD) S–30, D–115, 2S–146, 2D–220 MIRL
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 45′.Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 11L–29R: H3504X75 (ASPH) S–12.5 MIRL
RWY 11L: PAPI(P2L)—GA 3.0° TCH 37′. Tree. **RWY 29R:** PAPI(P2L)—GA 3.5° TCH 35′. Poles.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29L	04/22	4700

AIRPORT REMARKS: Attended 1200–0200Z‡. Rwy 04–22 CLOSED when twr clsd. TPA 1024(1000) large acft 1524(1500). Rwy 11L–29R CLOSED when twr clsd. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 772–978–4930. No intersection departures except by ATC req. Noise sensitive arpt. Jet acft use NBAA noise abatement procedures. Voluntary local noise abatement procedures in effect call 772–978–4930. No touch and go ops 0300–1200Z‡ except PPR. Extensive flight training. ACTIVATE MIRL Rwy 11R–29L and REIL Rwy 11R and Rwy 29L—CTAF.
WEATHER DATA SOURCES: ASOS (772) 978–9535. **HIWAS** 117.3 VRB.
COMMUNICATIONS: CTAF 126.3 **ATIS** 132.5 **UNICOM** 122.95
RCO 122.1R 117.3T (ST PETERSBURG RADIO)
RCO 122.5 122.2 (ST PETERSBURG RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 132.25
TOWER 126.3 133.15 (1200–0200Z‡) **GND CON** 127.45 **CLNC DEL** 134.975
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
(H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 114° 4.1 NM to fld. 20/04W. **HIWAS.**

VIRGINIA KEY N25°45.11′ W80°09.27′ NOTAM FILE MIA. **MIAMI**
(H) VOR/DME 117.1 VKZ Chan 118 293° 7.8 NM to Miami Intl. 5/04W. **H–8I, L–23C, A**
VOR portion unusable 041°–064° byd 20 NM blo 4500′, 091°–104° byd 30 NM blo 3000′, 279°–284° byd 25 NM blo 7500′, 285°–319° byd 15 NM blo 7500′, 320°–335° byd 25 NM blo 3000′.
RCO 122.1R 117.1T (MIAMI RADIO)

WAKUL N30°19.57′ W84°21.50′ NOTAM FILE TLH. **JACKSONVILLE**
NDB (HW/LOM) 379 TL 007° 4.2 NM to Tallahassee Rgnl. **H–8G, L–21D, 22I**

WAKULLA CO (See PANACEA)

WARRINGTON N30°28.69′ W86°31.25′ NOTAM FILE CEW. **NEW ORLEANS**
(T) TACAN Chan 2 DWG (134.5) at Eglin AFB 77/00°E. **L–21C, 22H**

WAUCHULA MUNI (CHN) 5 SW UTC−5(−4DT) N27°30.90′ W81°52.83′ **MIAMI**
106 B S2 **FUEL** 100LL, MOGAS NOTAM FILE PIE **L–21D, 23B**
RWY 18–36: H4005X75 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 21′. Thld dsplcd 500′. Trees. **RWY 36:** PAPI(P4L)—GA 3.0° TCH 32′. Tree.
AIRPORT REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MIAMI CENTER APP/DEP CON** 134.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 165° 29.1 NM to fld. 135/01E.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	4975
CH 61311	040°	TDZE	24
W04A		Apt Elev	24

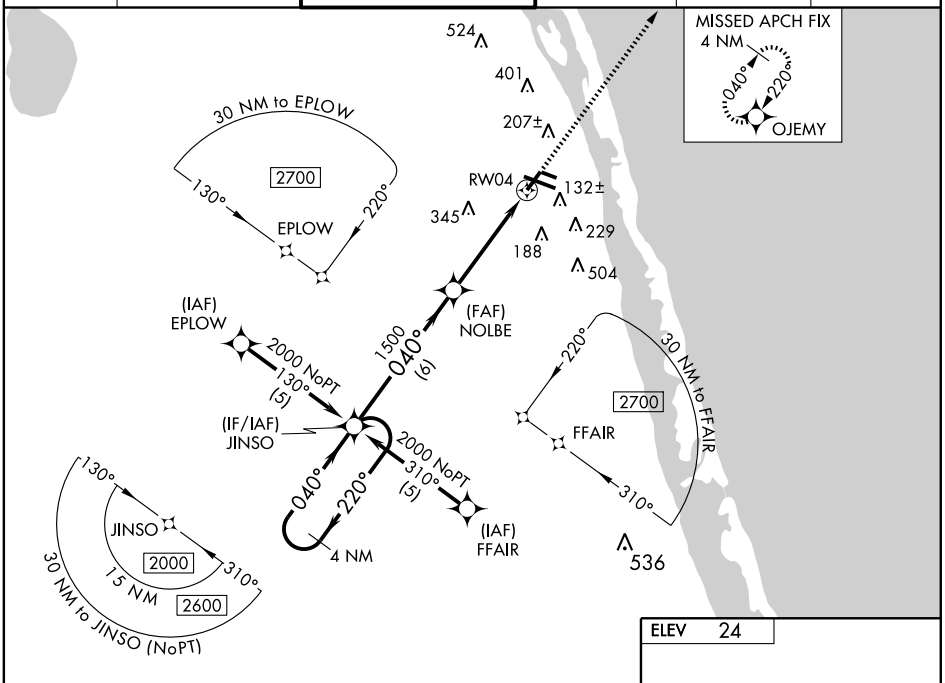
RNAV (GPS) RWY 4

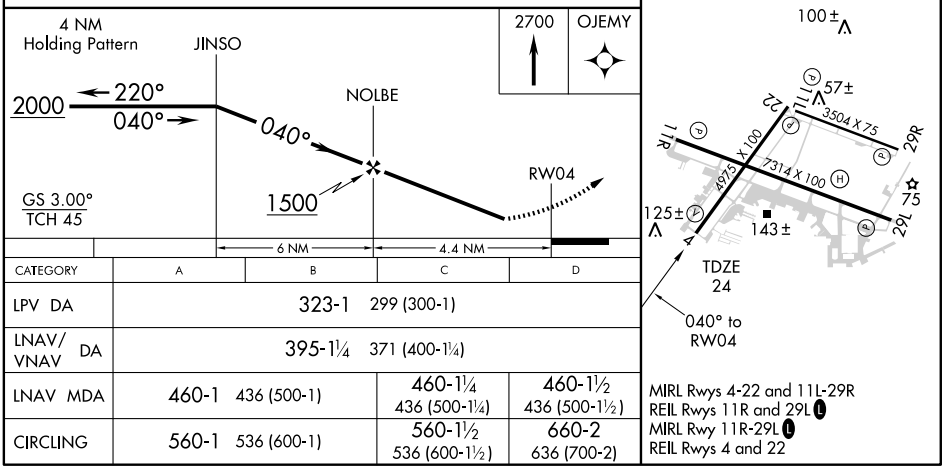
VERO BEACH MUNI (VRB)

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats. and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct OJEMY and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95





CATEGORY	A	B	C	D
LPV DA	323-1	299 (300-1)		
LNAV/VNAV DA	395-1¼	371 (400-1¼)		
LNAV MDA	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	560-1	536 (600-1)	560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	7314
CH 53511	115°	TDZE	23
W11A		Apt Elev	24

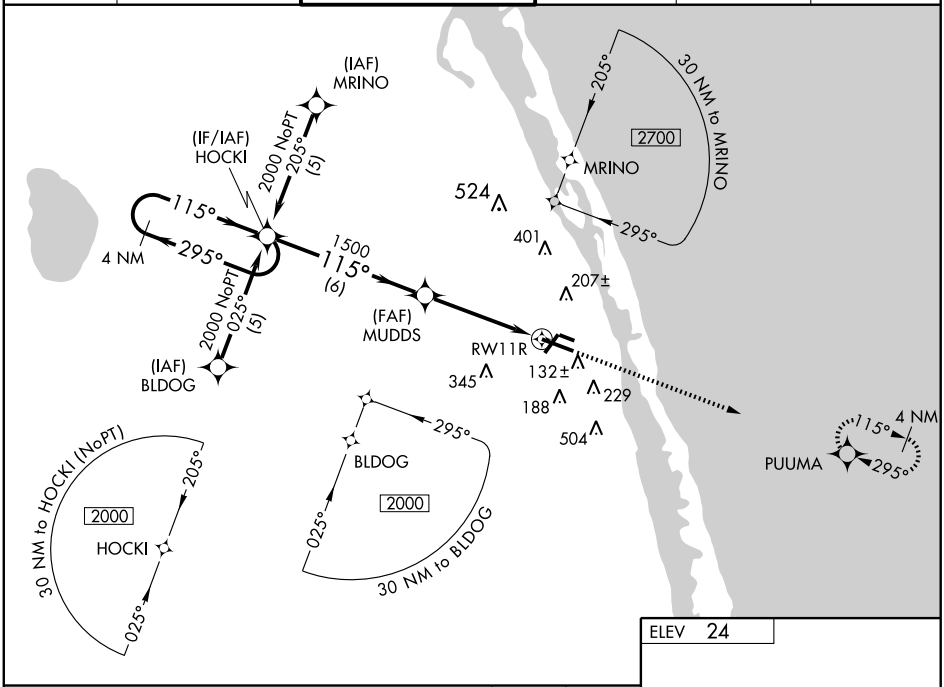
RNAV (GPS) RWY 11R

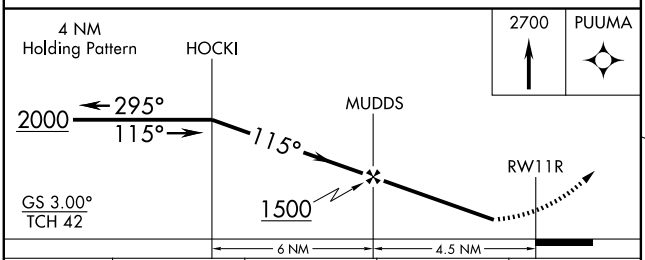
VERO BEACH MUNI (VRB)

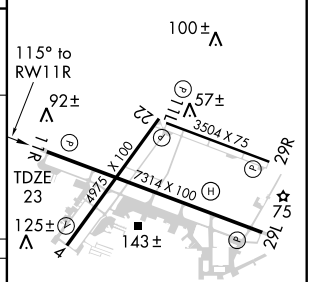
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Baro-VNAV NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct PUUMA and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	305-1 282 (300-1)			
LNAV/VNAV DA	364-1¼ 341 (400-1¼)			
LNAV MDA	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 53611 W22A	APP CRS 220°	Rwy ldg 4975 TDZE 23 Apt Elev 24

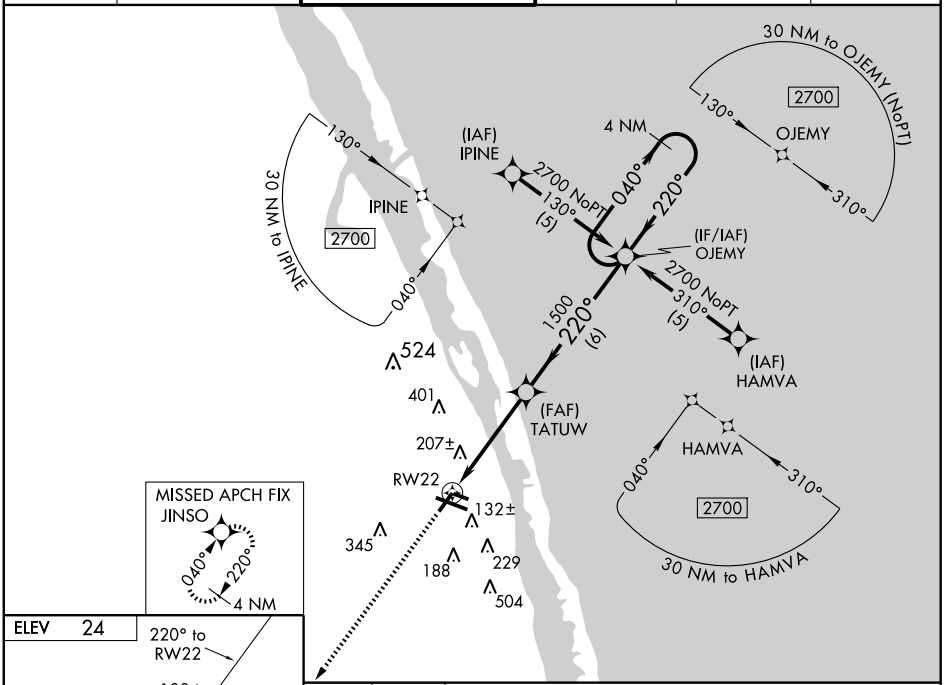
RNAV (GPS) RWY 22

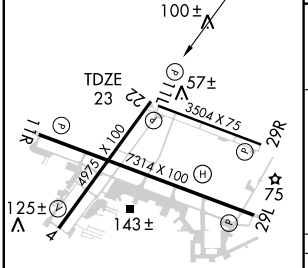
VERO BEACH MUNI (VRB)

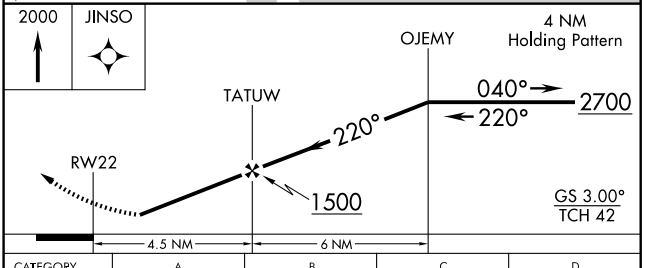
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JINSO and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	349-1¼ 326 (400-1¼)			
LNAV/VNAV DA	561-2 538 (600-2)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS		
CH 69411	295°	Rwy Idg	7314
W29A		TDZE	22
		Apt Elev	24

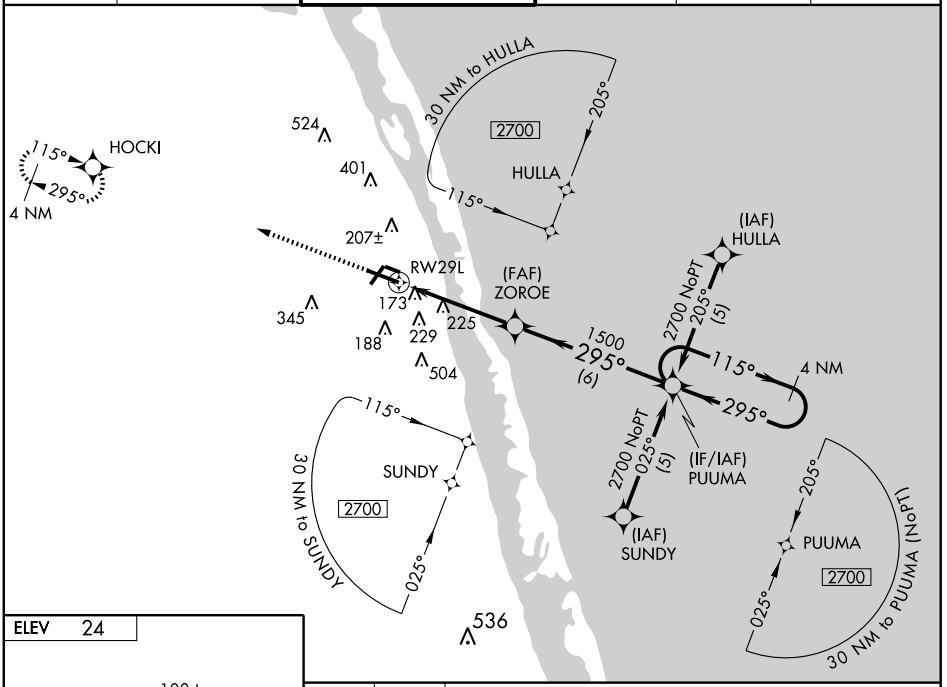
RNAV (GPS) RWY 29L

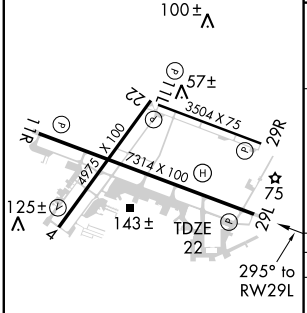
VERO BEACH MUNI (VRB)

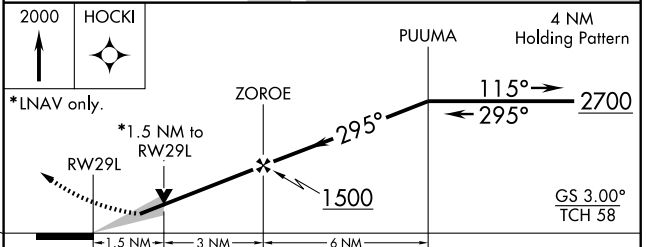
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER *	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	293-1 271 (300-1)			
LNAV/VNAV DA	526-1¾ 504 (600-1¾)			
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

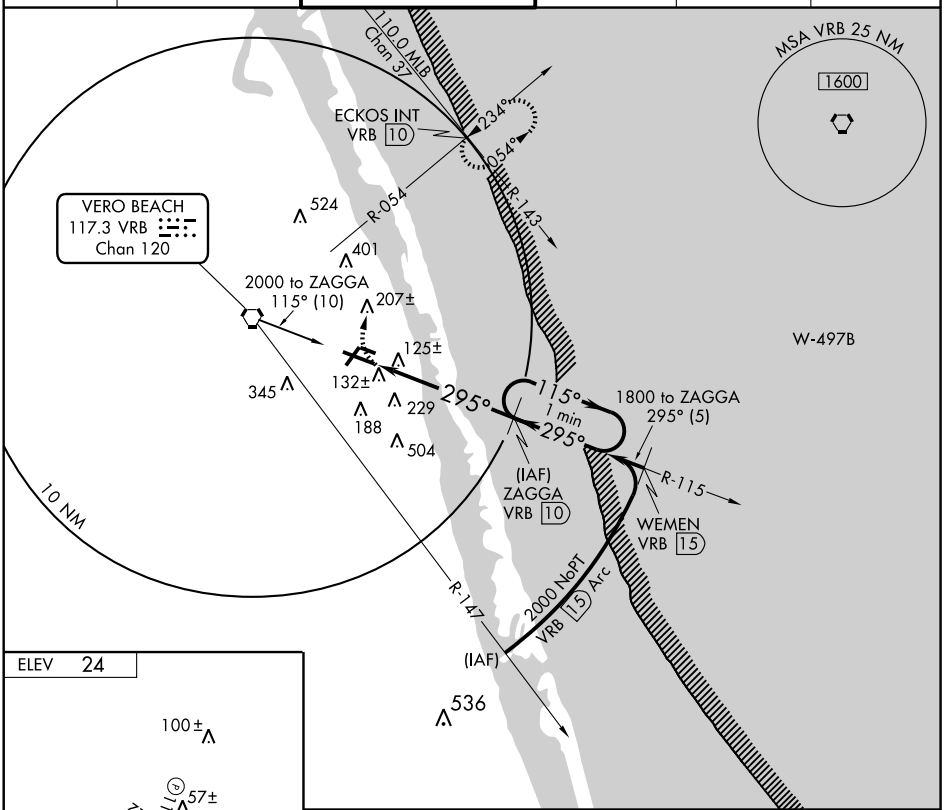
VORTAC VRB 117.3 Chan 120	APP CRS 295°	Rwy Idg 7314 TDZE 22 Apt Elev 24

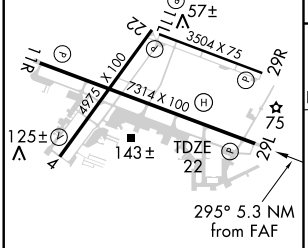
VOR/DME RWY 29L

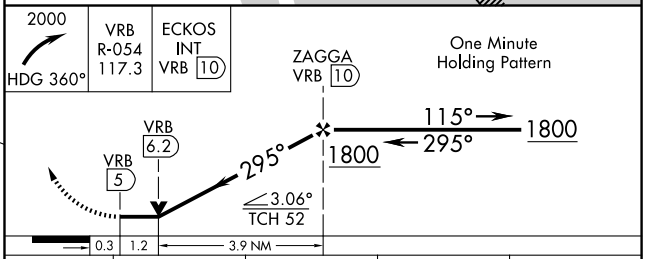
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing right turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
S-29L	540-1	518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1	536 (600-1)	580-1½ 556 (600-1½)	660-2 636 (700-2)

MIRL Rwy 11R-29L L
REIL Rwys 11R and 29L L
MIRL Rwys 4-22 and 11L-29R
REIL Rwys 4 and 22

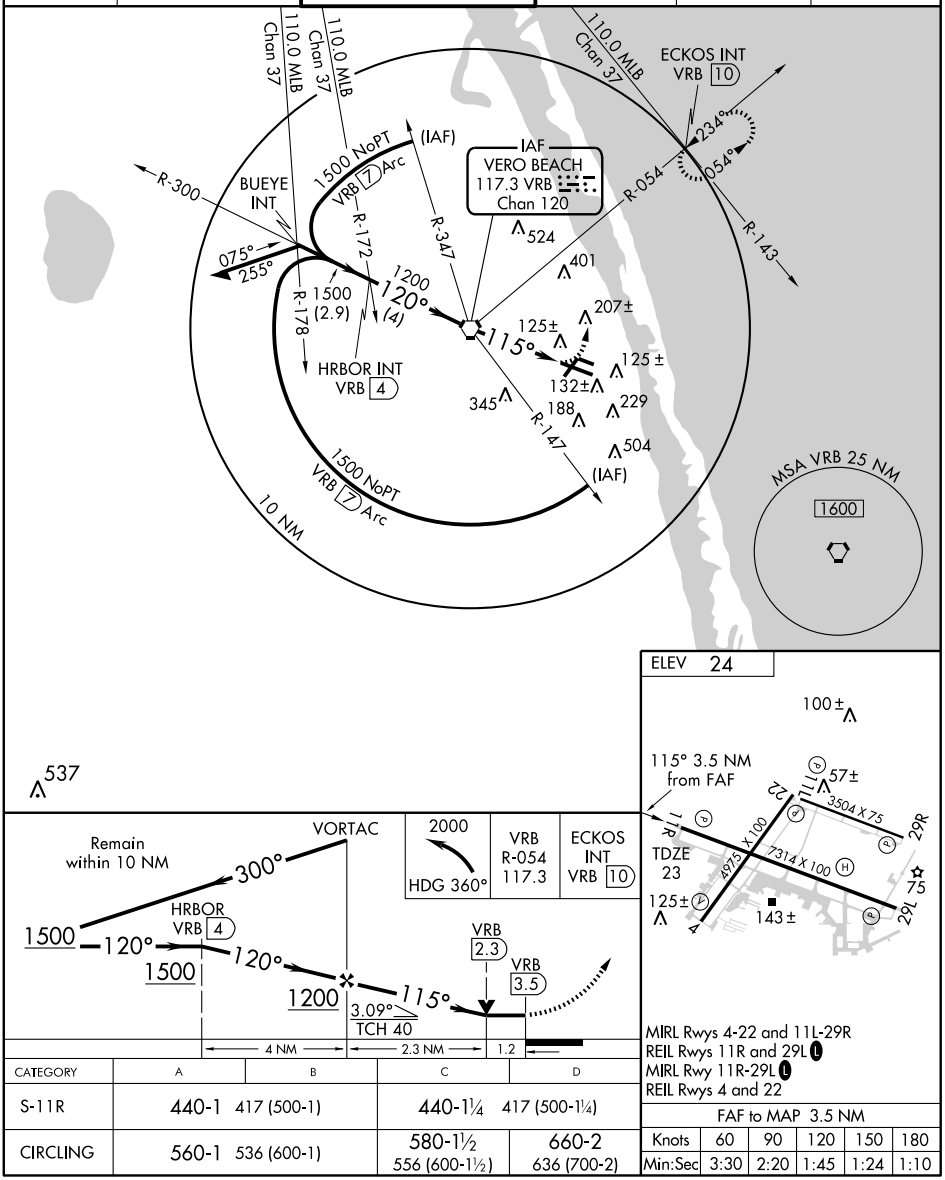
SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC VRB 117.3 Chan 120	APP CRS 115°	Rwy Idg 7314 TDZE 23 Apt Elev 24

VOR RWY 11R
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing left turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95



MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
S-11R	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	560-1 536 (600-1)		580-1½ 556 (600-1½)	660-2 636 (700-2)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VERO BEACH MUNI (VRB) 1 NW UTC−5(−4DT) N27°39.33′ W80°25.08′ **MIAMI**
24 B S4 **FUEL** 100, JET A OX 1, 2 TPA—See Remarks Class IV, ARFF Index A **H–8I, L–24F**
NOTAM FILE VRB **IAP, AD**
RWY 11R–29L: H7314X100 (ASPH–GRVD) S–85, D–115, 2S–146, 2D–220 MIRL
RWY 11R: REIL. PAPI (P4L)—GA 3.0° TCH 41′. Trees. **RWY 29L:** REIL. PAPI(P4L) TCH 58′.
RWY 04–22: H4975X100 (ASPH–GRVD) S–30, D–115, 2S–146, 2D–220 MIRL
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 45′.Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 11L–29R: H3504X75 (ASPH) S–12.5 MIRL
RWY 11L: PAPI(P2L)—GA 3.0° TCH 37′. Tree. **RWY 29R:** PAPI(P2L)—GA 3.5° TCH 35′. Poles.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29L	04/22	4700

AIRPORT REMARKS: Attended 1200–0200Z‡. Rwy 04–22 CLOSED when twr clsd. TPA 1024(1000) large acft 1524(1500). Rwy 11L–29R CLOSED when twr clsd. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 772–978–4930. No intersection departures except by ATC req. Noise sensitive arpt. Jet acft use NBAA noise abatement procedures. Voluntary local noise abatement procedures in effect call 772–978–4930. No touch and go ops 0300–1200Z‡ except PPR. Extensive flight training. ACTIVATE MIRL Rwy 11R–29L and REIL Rwy 11R and Rwy 29L—CTAF.
WEATHER DATA SOURCES: ASOS (772) 978–9535. **HIWAS** 117.3 VRB.
COMMUNICATIONS: CTAF 126.3 **ATIS** 132.5 **UNICOM** 122.95
RCO 122.1R 117.3T (ST PETERSBURG RADIO)
RCO 122.5 122.2 (ST PETERSBURG RADIO)
Ⓡ **MIAMI CENTER APP/DEP CON** 132.25
TOWER 126.3 133.15 (1200–0200Z‡) **GND CON** 127.45 **CLNC DEL** 134.975
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
(H) VORTAC 117.3 VRB Chan 120 N27°40.71′ W80°29.38′ 114° 4.1 NM to fld. 20/04W. **HIWAS.**

VIRGINIA KEY N25°45.11′ W80°09.27′ NOTAM FILE MIA. **MIAMI**
(H) VOR/DME 117.1 VKZ Chan 118 293° 7.8 NM to Miami Intl. 5/04W. **H–8I, L–23C, A**
VOR portion unusable 041°–064° byd 20 NM blo 4500′, 091°–104° byd 30 NM blo 3000′, 279°–284° byd 25 NM blo 7500′, 285°–319° byd 15 NM blo 7500′, 320°–335° byd 25 NM blo 3000′.
RCO 122.1R 117.1T (MIAMI RADIO)

WAKUL N30°19.57′ W84°21.50′ NOTAM FILE TLH. **JACKSONVILLE**
NDB (HW/LOM) 379 TL 007° 4.2 NM to Tallahassee Rgnl. **H–8G, L–21D, 22I**

WAKULLA CO (See PANACEA)

WARRINGTON N30°28.69′ W86°31.25′ NOTAM FILE CEW. **NEW ORLEANS**
(T) TACAN Chan 2 DWG (134.5) at Eglin AFB 77/00°E. **L–21C, 22H**

WAUCHULA MUNI (CHN) 5 SW UTC−5(−4DT) N27°30.90′ W81°52.83′ **MIAMI**
106 B S2 **FUEL** 100LL, MOGAS NOTAM FILE PIE **L–21D, 23B**
RWY 18–36: H4005X75 (ASPH) MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 21′. Thld dsplcd 500′. Trees. **RWY 36:** PAPI(P4L)—GA 3.0° TCH 32′. Tree.
AIRPORT REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MIAMI CENTER APP/DEP CON** 134.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 165° 29.1 NM to fld. 135/01E.

APP CRS	Rwy Idg	3505
184°	TDZE	103
	Apt Elev	108

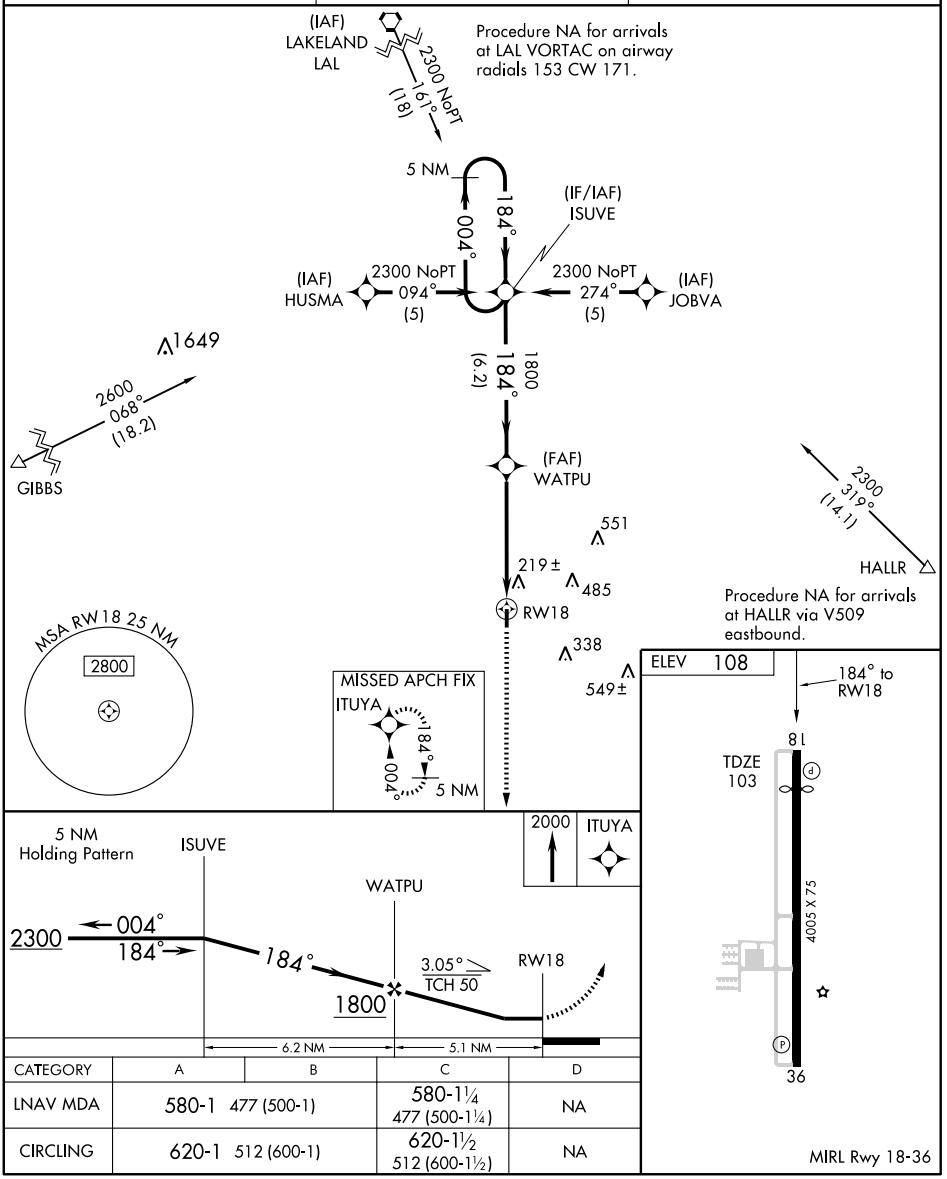
RNAV (GPS) RWY 18

WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	580-1 477 (500-1)		580-1¼ 477 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4005
004°	TDZE	108
	Apt Elev	108

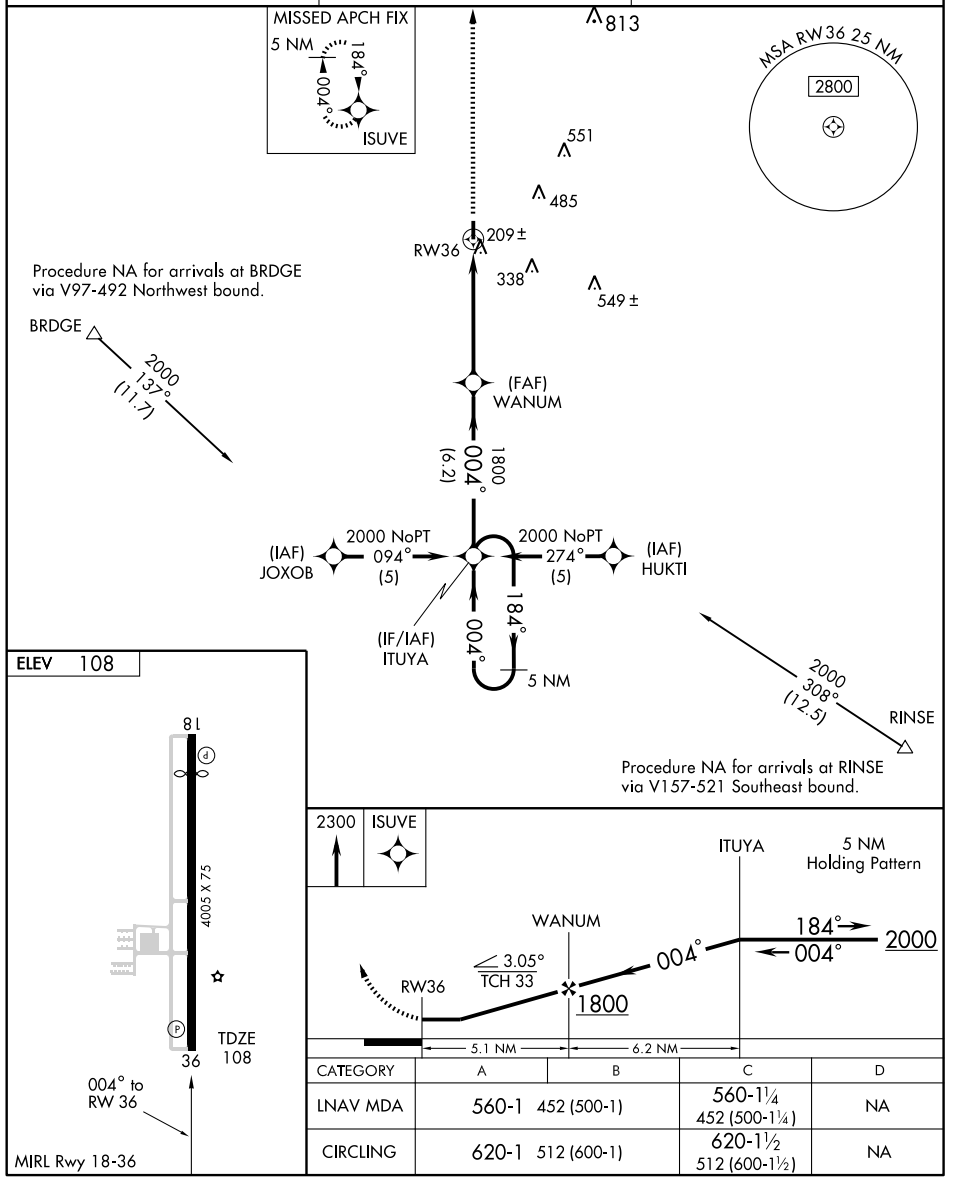
RNAV (GPS) RWY 36

WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9

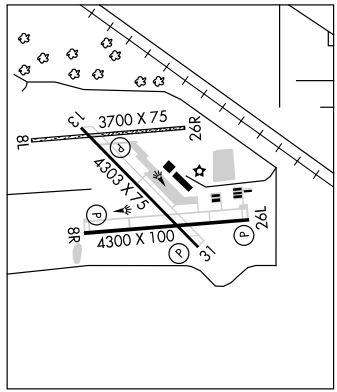


CATEGORY	A	B	C	D
LNAV MDA	560-1 452 (500-1)		560-1¼ 452 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

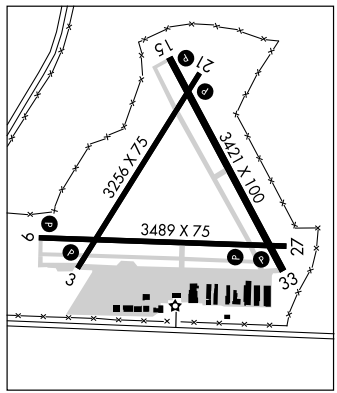
WEST PALM BEACH

NORTH PALM BEACH CO GENERAL AVIATION (F45) 12 NW UTC−5(−4DT) N26°50.76′ W80°13.34′ MIAMI
22 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIA L–23C
RWY 13–31: H4303X75 (ASPH) HIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 08R–26L: H4300X100 (ASPH) HIRL
RWY 08R: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 26L: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 08L–26R: 3700X75 (TURF)
RWY 08L: Trees.
RWY 26R: P–line. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Bird activity invof arpt. Extensive helicopter training. Rwy 13–31 acft over 30,000 lbs prohibited. Rwy 8R–26L acft over 12,500 lbs GWT prohibited. Noise abatement procedures—Rwy 13–31 preferred nighttime rwy; 24 hour noise abatement monitoring call 561–626–7631. Rwy 08L–26R marked with PVC pipe every 200 ft. TPA—1022 (1000); TPA for jet acft—1522 (1500). Arpt lgts opr dusk–0200Z‡, after 0200Z‡ ACTIVATE HIRL Rwy 08R–26L and Rwy 13–31, and REIL Rwy 08R, Rwy 26L, Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (561)630–6932.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **PALM BEACH APP/DEP CON** 124.6 **CLNC DEL** 120.825
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 327° 12.3 NM to fld. 19/03W.
ILS/DME 110.75 I–GHO Chan 44(Y) Rwy 08R. ILS unmonitored.

PALM BEACH CO PARK (LNA) 6 S UTC−5(−4DT) N26°35.58′ W80°05.10′ MIAMI
14 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIA L–23C
RWY 09–27: H3489X75 (ASPH) S–30 MIRL IAP
RWY 09: PAPI(P2L)—GA 4.0° TCH 32′. Trees.
RWY 27: PAPI(P2L)—GA 4.0° TCH 49′. Trees.
RWY 15–33: H3421X100 (ASPH) S–30 MIRL
RWY 15: PAPI(P2L)—GA 3.5° TCH 43′. Trees.
RWY 33: PAPI(P2L)—GA 3.5° TCH 37′. Trees.
RWY 03–21: H3256X75 (ASPH) S–30 MIRL
RWY 03: PAPI(P2L). Trees. **RWY 21:** PAPI(P2L). Brush.



AIRPORT REMARKS: Attended 1300–0100Z‡. Sea gulls on and invof arpt. Arpt CLOSED to jet acft and all acft over 12,500 lbs Maximum GWT. Noise abatement procedures all rwys; call 561–683–0472. Preferential Rwy 03–21 conditions permitting. No touch and go ldgs on Rwy 09–27. TPA for conventional acft–1014(1000); high performance acft–1514(1500). Arpt lgts opr dusk–0100Z‡; after 0100Z‡. ACTIVATE MIRL Rwy 03–21, Rwy 09–27, Rwy 15–33 and PAPI Rwy 03, Rwy 21, Rwy 09, Rwy 27, Rwy 15, and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (561)964–0308.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 122.1R 115.7T (MIAMI RADIO)
Ⓡ **APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
(H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 182° 5.2 NM to fld. 19/03W.

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN
FL240
153° (43)
FILBE
154° (37)
OBEYS
154° (11)
HURDE
10000
182° (42)
VERO BEACH VRB
10000
145° (27)
TUXXI
Expect to cross at 10000
182° (4)
SWOMP
Expect to cross at 8000
STOOP
162° (20)
6000
213° (13)
6000
224° (8)
TUNNE
(3)
SANZZ
271° (19)
271°

12 NM
017°
197°
AYBID
FL180
195° (18)
MIMMI
195° (33)
NEUBE
8000
236° (32)
238°
058°
7 NM

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

WILLIAM P. GWINN
NORTH PALM BEACH COUNTY GENERAL AVIATION
CASKI
Landing East: Expect Radar Vectors after CASKI
FRWAY
Landing West: Expect Radar Vectors after FRWAY

PALM BEACH INTL
PALM BEACH PBI
4 NM
099°
279°
CUPED

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

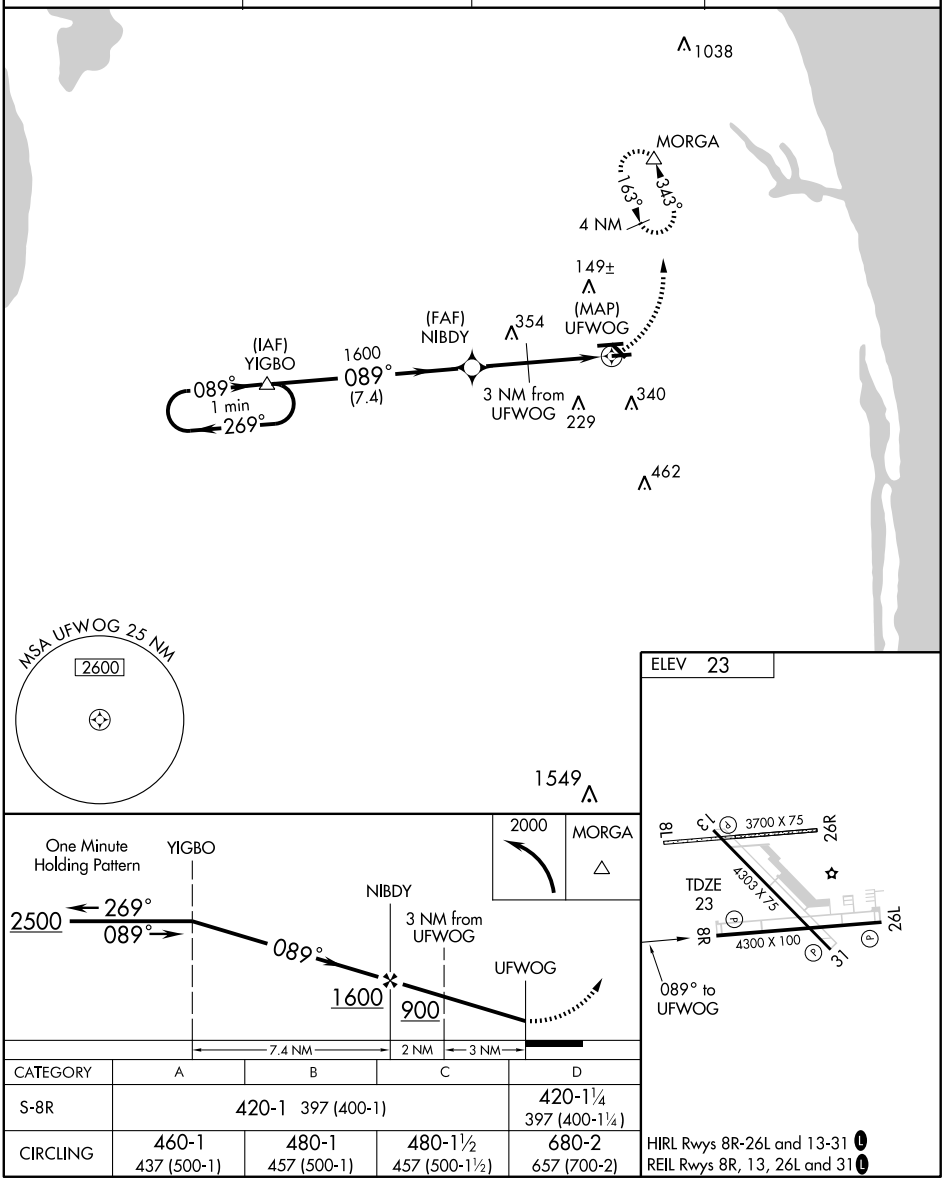
APP CRS	Rwy Idg	4300
089°	TDZE	23
	Apt Elev	23

GPS RWY 8R

WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

T A NA	Use Palm Beach Intl altimeter setting.
MISSED APPROACH: Climbing left turn to 2000 direct MORGA WP and hold.	

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-GHO	APP CRS	Rwy Idg 4300
110.75	089°	TDZE 23
Chan 44 (Y)		Apt Elev 23

ILS RWY 8R

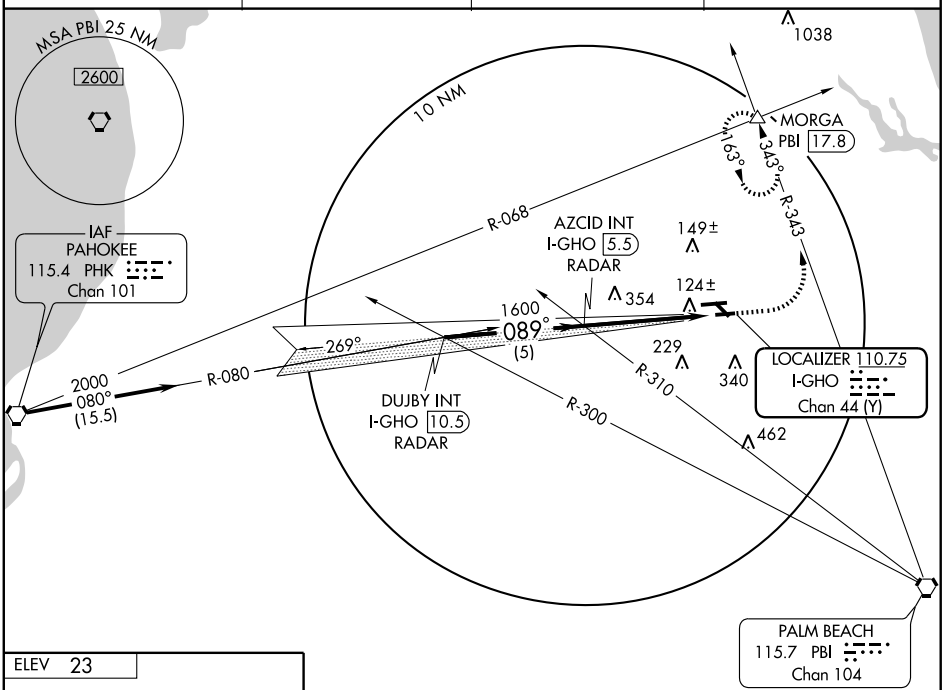
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

T NA

Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via PBI R-343 to MORGA Int/17.8 DME and hold.

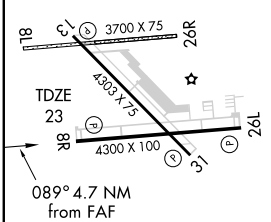
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



SE-3, 23 SEP 2010 to 21 OCT 2010

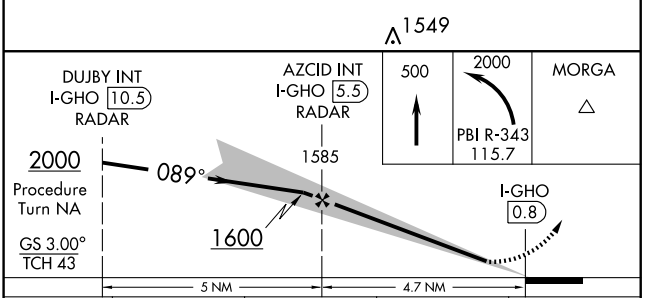
SE-3, 23 SEP 2010 to 21 OCT 2010

ELEV 23



HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 8R	251-¾ 228 (300-¾)			
S-LOC 8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

WASS	APP CRS	Rwy ldg 4303
CH 40310	139°	TDZE 22
W13A		Apt Elev 22

RNAV (GPS) RWY 13

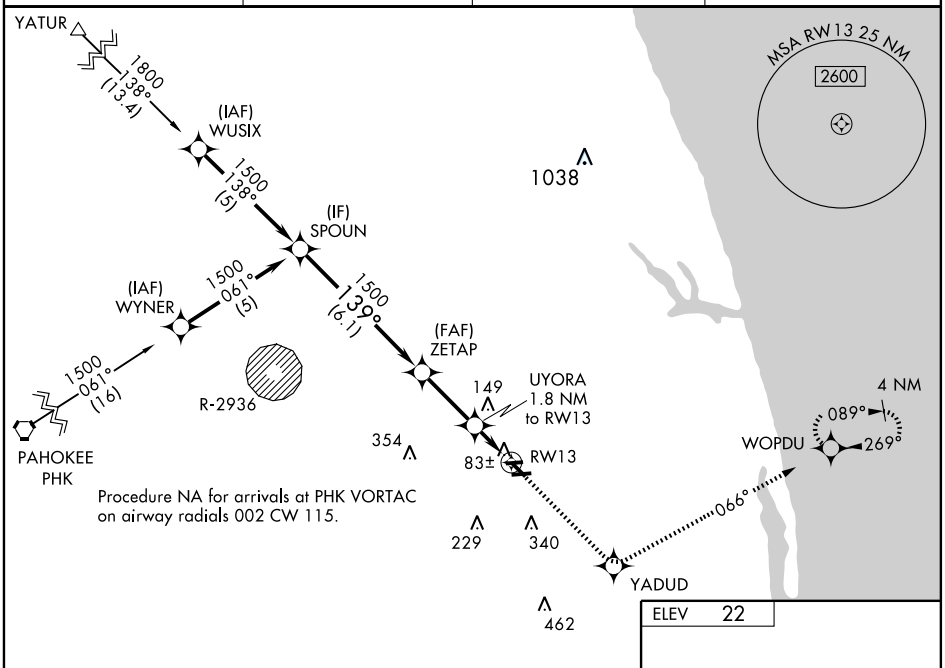
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

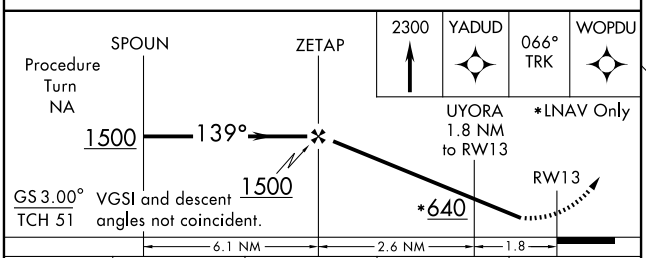
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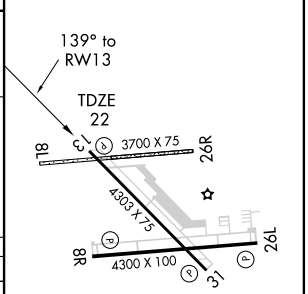
Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settings not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet and increase LPV all Cats. visibility and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct YADUD and via 066° track to WOPDU and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	324-1 302 (400-1)			
LNAV/VNAV DA	384-1¼ 362 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WASS	APP CRS	Rwy Idg 4300
CH 93910	269°	TDZE 22
W26A		Apt Elev 22

RNAV (GPS) RWY 26L

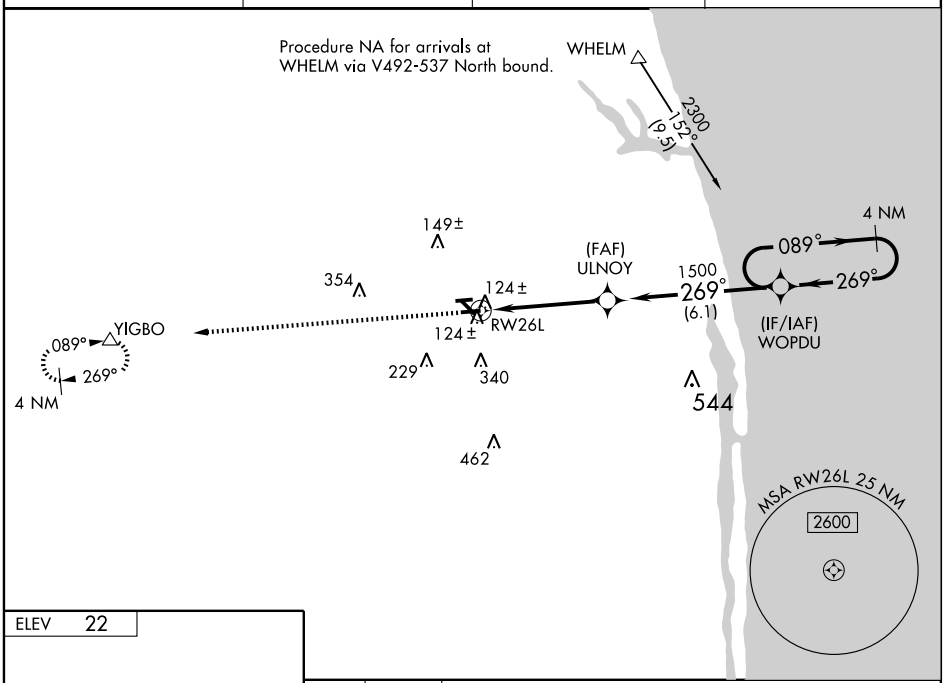
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

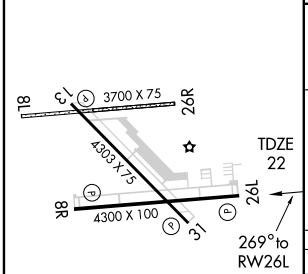
NA

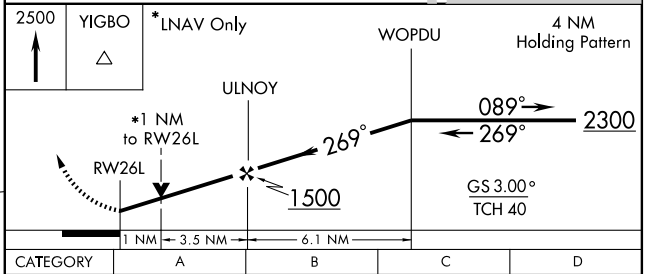
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and MDA 40 feet and increase LNAV/VNAV all Cats. visibility and Circling Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct YIGBO and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	340-1¼	318 (400-1¼)		
LNAV/VNAV DA	394-1¼	372 (400-1¼)		
LNAV MDA	380-1	358 (400-1)		380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC PHK	APP CRS	Rwy Idg	4300
115.4	083°	TDZE	23
Chan 101		Apt Elev	23

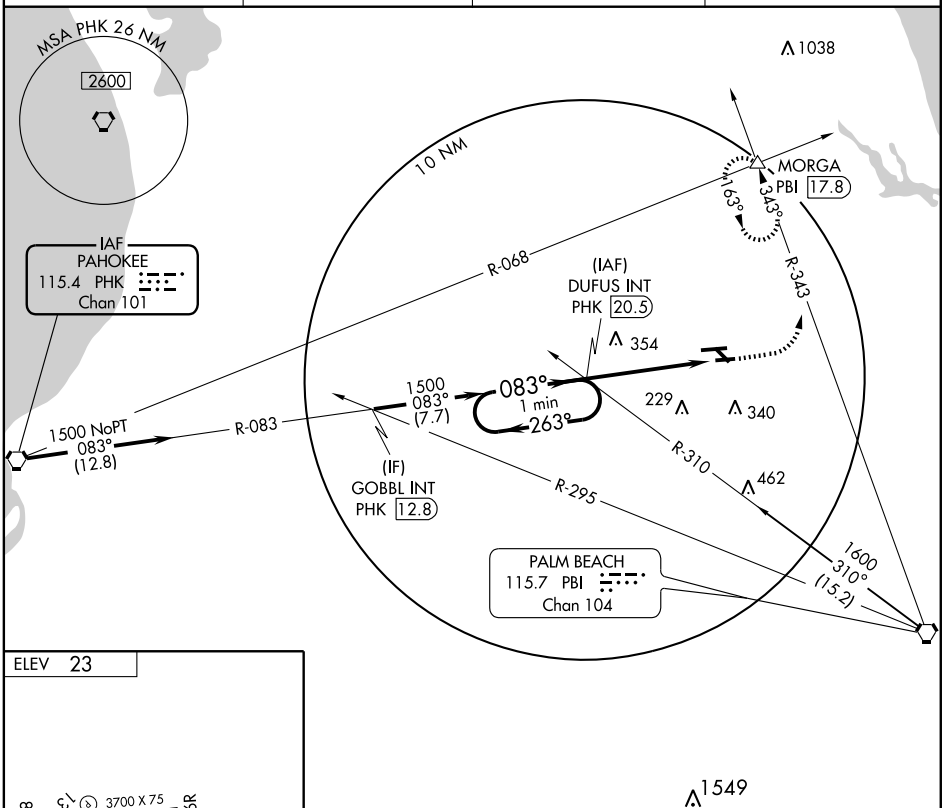
VOR RWY 8R

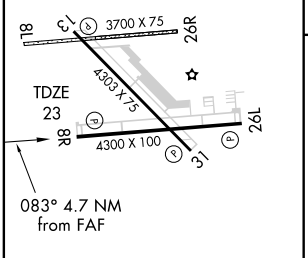
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

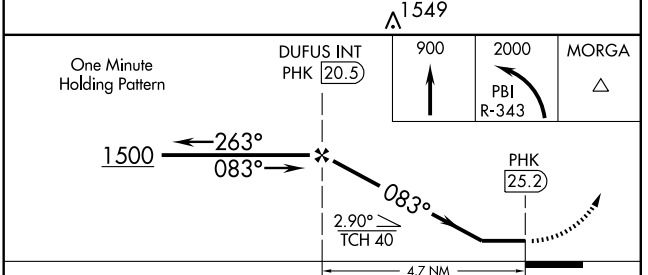
T
NA
When local altimeter setting not received, use Palm Beach altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via PBI VORTAC R-343 to MORGA INT/17.8 DME and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

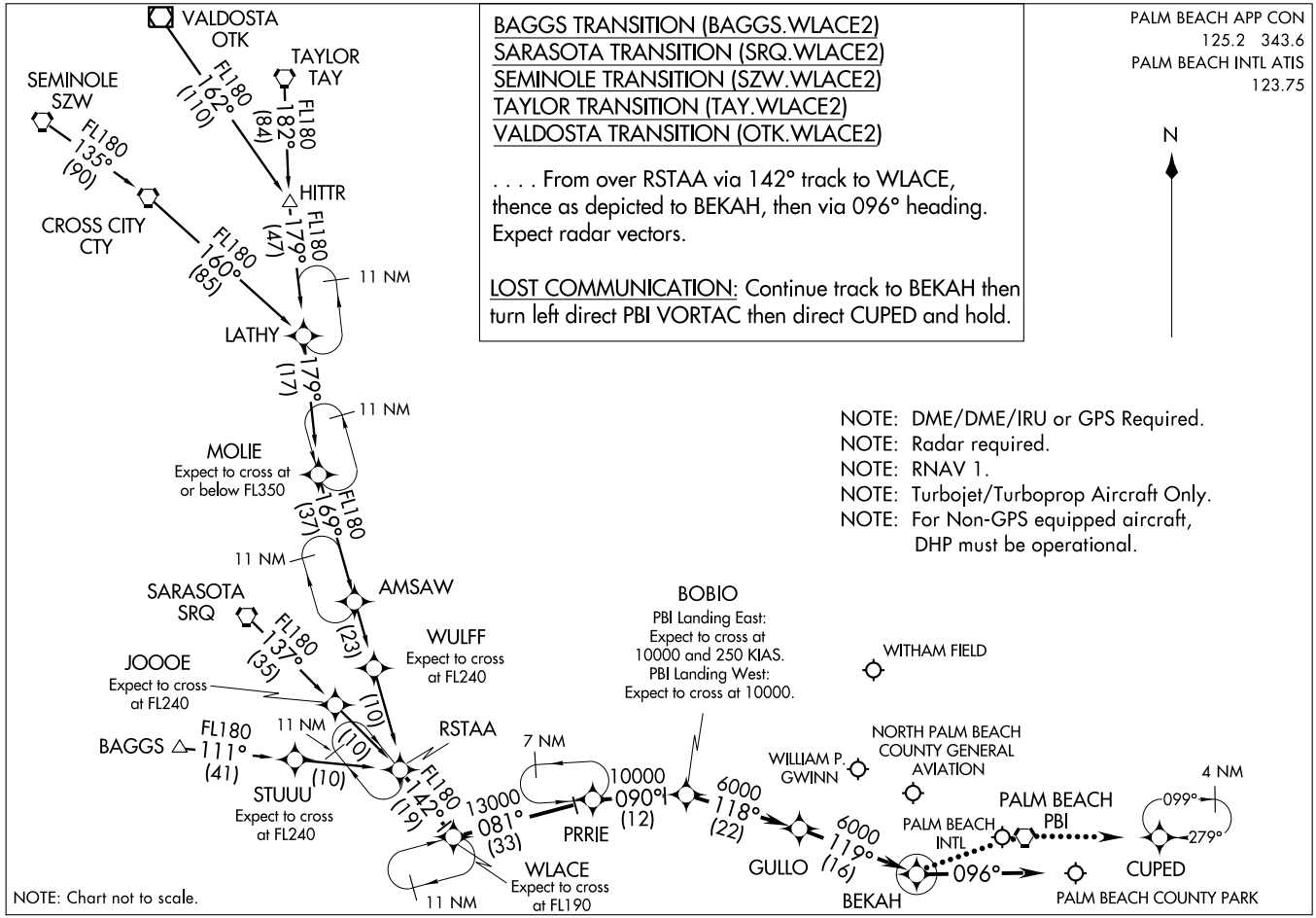
CATEGORY	A	B	C	D
S-8R	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA



ST-449 (FAA)

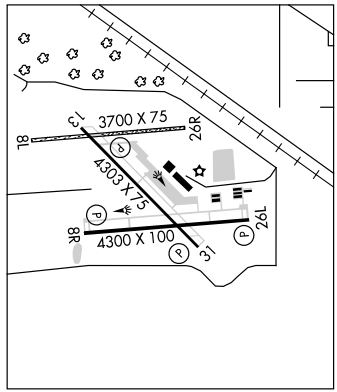
WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

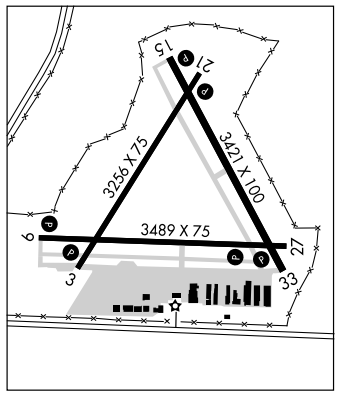
WEST PALM BEACH

NORTH PALM BEACH CO GENERAL AVIATION (F45) 12 NW UTC−5(−4DT) N26°50.76′ W80°13.34′ MIAMI
22 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIA L–23C
RWY 13–31: H4303X75 (ASPH) HIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 08R–26L: H4300X100 (ASPH) HIRL
RWY 08R: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 26L: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 08L–26R: 3700X75 (TURF)
RWY 08L: Trees.
RWY 26R: P–line. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Bird activity invof arpt. Extensive helicopter training. Rwy 13–31 acft over 30,000 lbs prohibited. Rwy 8R–26L acft over 12,500 lbs GWT prohibited. Noise abatement procedures—Rwy 13–31 preferred nighttime rwy; 24 hour noise abatement monitoring call 561–626–7631. Rwy 08L–26R marked with PVC pipe every 200 ft. TPA—1022 (1000); TPA for jet acft—1522 (1500). Arpt lgts opr dusk–0200Z‡, after 0200Z‡ ACTIVATE HIRL Rwy 08R–26L and Rwy 13–31, and REIL Rwy 08R, Rwy 26L, Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (561)630–6932.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **PALM BEACH APP/DEP CON** 124.6 **CLNC DEL** 120.825
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
PALM BEACH (H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 327° 12.3 NM to fld. 19/03W.
ILS/DME 110.75 I–GHO Chan 44(Y) Rwy 08R. ILS unmonitored.

PALM BEACH CO PARK (LNA) 6 S UTC−5(−4DT) N26°35.58′ W80°05.10′ MIAMI
14 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIA L–23C
RWY 09–27: H3489X75 (ASPH) S–30 MIRL IAP
RWY 09: PAPI(P2L)—GA 4.0° TCH 32′. Trees.
RWY 27: PAPI(P2L)—GA 4.0° TCH 49′. Trees.
RWY 15–33: H3421X100 (ASPH) S–30 MIRL
RWY 15: PAPI(P2L)—GA 3.5° TCH 43′. Trees.
RWY 33: PAPI(P2L)—GA 3.5° TCH 37′. Trees.
RWY 03–21: H3256X75 (ASPH) S–30 MIRL
RWY 03: PAPI(P2L). Trees. **RWY 21:** PAPI(P2L). Brush.



AIRPORT REMARKS: Attended 1300–0100Z‡. Sea gulls on and invof arpt. Arpt CLOSED to jet acft and all acft over 12,500 lbs Maximum GWT. Noise abatement procedures all rwys; call 561–683–0472. Preferential Rwy 03–21 conditions permitting. No touch and go ldgs on Rwy 09–27. TPA for conventional acft–1014(1000); high performance acft–1514(1500). Arpt lgts opr dusk–0100Z‡; after 0100Z‡. ACTIVATE MIRL Rwy 03–21, Rwy 09–27, Rwy 15–33 and PAPI Rwy 03, Rwy 21, Rwy 09, Rwy 27, Rwy 15, and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (561)964–0308.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 122.1R 115.7T (MIAMI RADIO)
Ⓡ **APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
(H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ 182° 5.2 NM to fld. 19/03W.

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

81

10000
179°
(42)

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors to Final Approach course.

PAHOKEE
115.4 PHK
Chan 101

R-047

WILLIAM P. GWINN

160°

R-359

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

VORTAC PBI 115.7 Chan 104	APP CRS 182°	Rwy Idg 3421 TDZE 15 Apt Elev 16

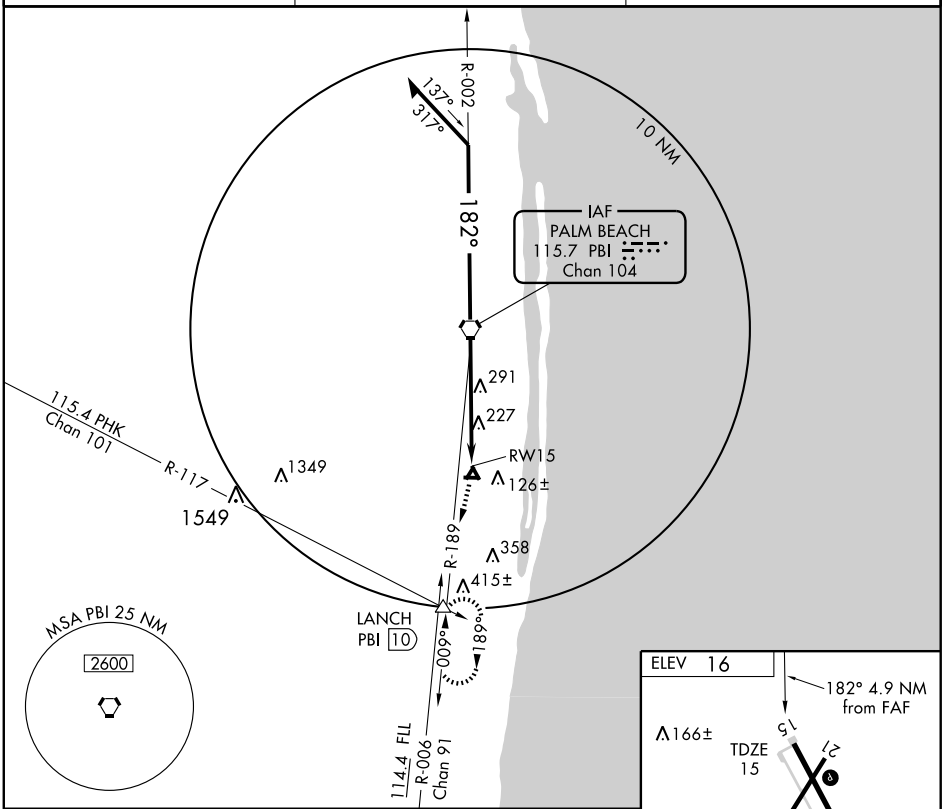
VOR or GPS RWY 15

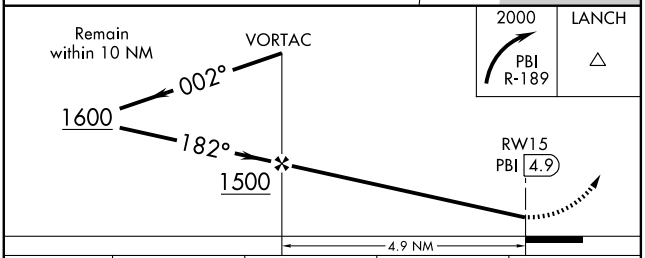
WEST PALM BEACH / PALM BEACH COUNTY PARK (LNA)

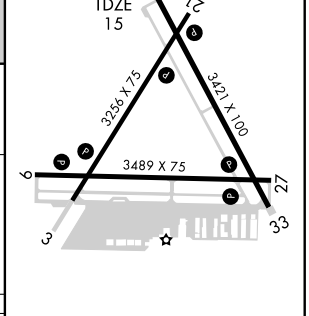
Use Palm Beach altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 2000 via PBI R-189 to LANCH INT/PBI 10 DME and hold.

AWOS-3	PALM BEACH APP CON	UNICOM
119.925	125.2 317.4	122.7 (CTAF)







CATEGORY	A	B	C	D
S-15	620-1	605 (700-1)	620-1¾ 605 (700-1¾)	NA
CIRCLING	660-1	644 (700-1)	660-1¾ 644 (700-1¾)	NA

MIRL Rwys 3-21, 9-27 and 15-33 (L)

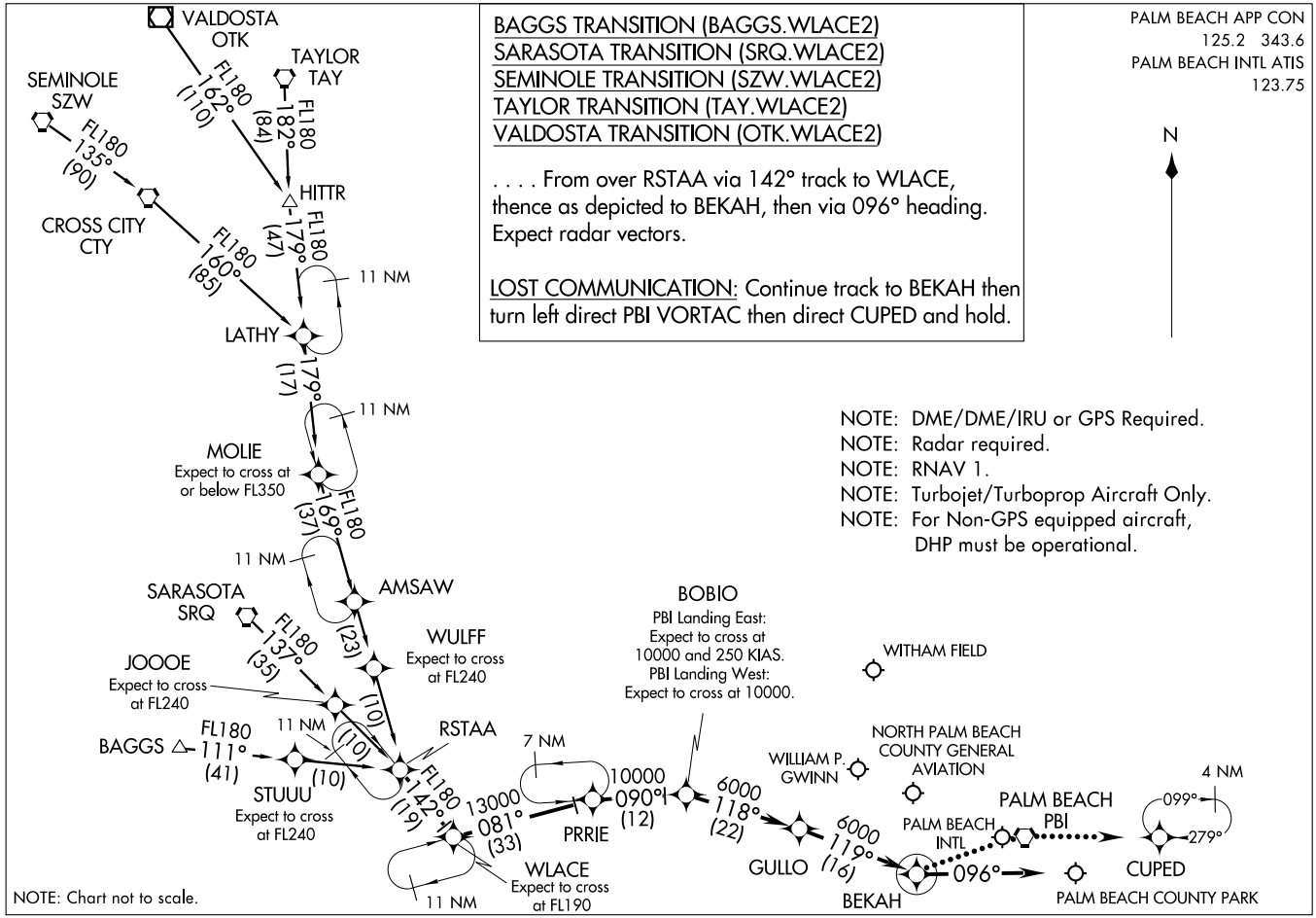
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA



ST-449 (FAA)

WLACE TWO ARRIVAL (RNAV)

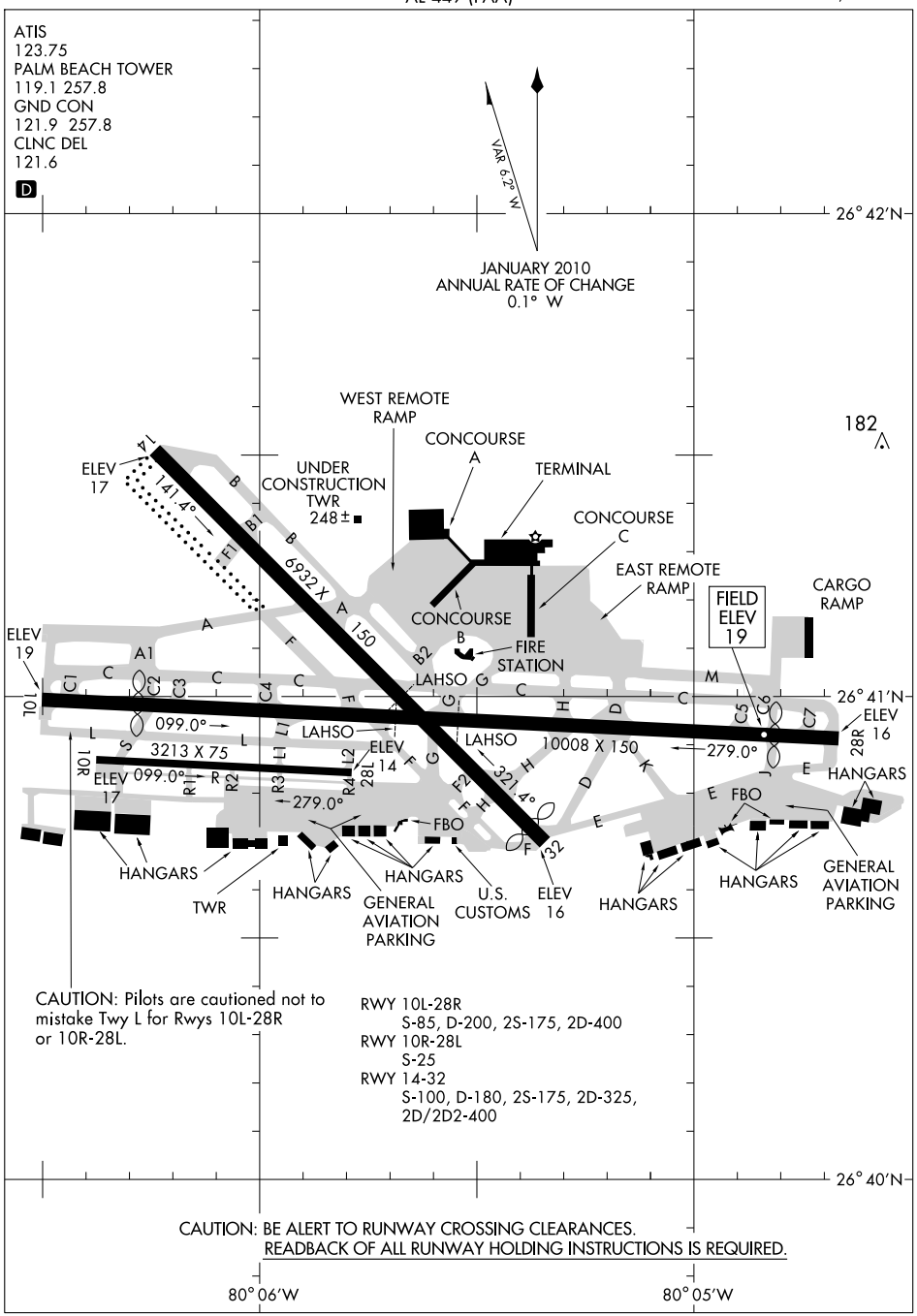
(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

AIRPORT DIAGRAM

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

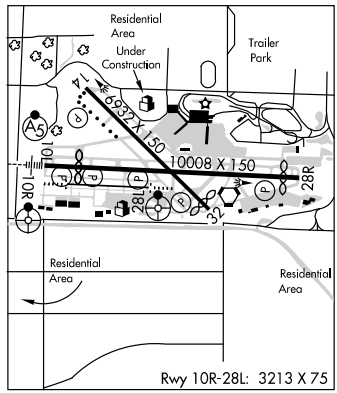
AL-449 (FAA)



SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH INTL (PBI) 3 W UTC−5(−4DT) N26°40.99′ W80°05.74′ **MIAMI**
19 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 AOE Class I, ARFF Index D **H–8I, L–23C**
NOTAM FILE PBI **IAP, AD**

RWY 10L–28R: H10008X150 (ASPH–GRVD) S–85, D–200, 2S–175, 2D–400 HIRL
RWY 10L: MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Thld dsplcd 1200′.
RWY 28R: REIL.PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 811′.
RWY 14–32: H6932X150 (ASPH–GRVD) S–100, D–180, 2S–175, 2D–325, 2D/2D2–400 MIRL
RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 67′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 67′. Thld dsplcd 428′. Road.
RWY 10R–28L: H3213X75 (ASPH) S–25 MIRL
RWY 10R: ODALS. REIL. PAPI(P4L). Rgt tfc.
RWY 28L: ODALS. REIL. PAPI(P4R).



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10L	14–32	3200
RWY 14	10L–28R	4370
RWY 28R	14–32	3725

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10L:	TORA–10000	TODA–10000	ASDA–10000	LDA–8800
RWY 10R:	TORA–3213	TODA–3213	ASDA–3213	LDA–3213
RWY 14:	TORA–6932	TODA–6932	ASDA–6000	LDA–6000
RWY 28L:	TORA–3213	TODA–3213	ASDA–3213	LDA–3213
RWY 28R:	TORA–10000	TODA–10000	ASDA–10000	LDA–9189
RWY 32:	TORA–6932	TODA–6932	ASDA–6932	LDA–6514

AIRPORT REMARKS: Attended continuously. Migratory birds on and invof arpt. Ultralight activity invof arpt. Noise abatement procedures in effect call 561–471–7467. Multiengine flight training prohibited SS to SR Sun and Holiday; strict environmental operating Stage 2 acft 0300–1200Z‡ call noise abatement officer 561–471–7467. Be alert: Twy L is located between Rwys 10L–28R and 10R–28L. Twy L is wider and longer than Rwy 10R–28L–Do not confuse Twy L for runway. Twy L limited to B–727–100 series and smaller acft. Be alert, Rwy 28L and Rwy 28R thlds staggered by 5400′. Portions of Twy F south of Twy G to AER 32 not visible from twr due to buildings and parked acft. SE portion of Twy F adjacent to AER 32 is not visible from twr. Rwy 10R–28L non–air carrier acft only. Rwy 10L touchdown and rollout runway visual range avbl. Rwy 28R touchdown and rollout runway visual range avbl. ODALS Rwy 10R and Rwy 28L opr SR–SS only. User fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS–123.75 (561) 683–2548. LLWAS.
COMMUNICATIONS: D-ATIS 123.75 **UNICOM** 122.95
RCO 122.1R 115.7T (MIAMI RADIO)
RCO 122.4 (MIAMI RADIO)
Ⓡ **APP CON** 124.6 (North) 125.2 (South) Ⓡ**DEP CON** 128.3 (North) 125.2 (South)
TOWER 119.1 118.75 **GND CON** 121.9 **CLNC DEL** 121.6
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE PBI.
(H) VORTAC 115.7 PBI Chan 104 N26°40.80′ W80°05.19′ at fld. 19/03W.
ILS 111.9 I–PBI Rwy 10L.
ILS 111.9 I–PWB Rwy 28R.

WHITEHOUSE NOLF (NEN) N30°21.01′ W81°52.99′ **JACKSONVILLE**
AIRSPACE: CLASS D svc as scheduled—ctc JACKSONVILLE NAS (Towers Fld) twr other times CLASS G. **H–8H, 12F, L–21D, 24G, A**

BUFIT ONE DEPARTURE (RNAV)

(BUFIT1.BUFIT) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

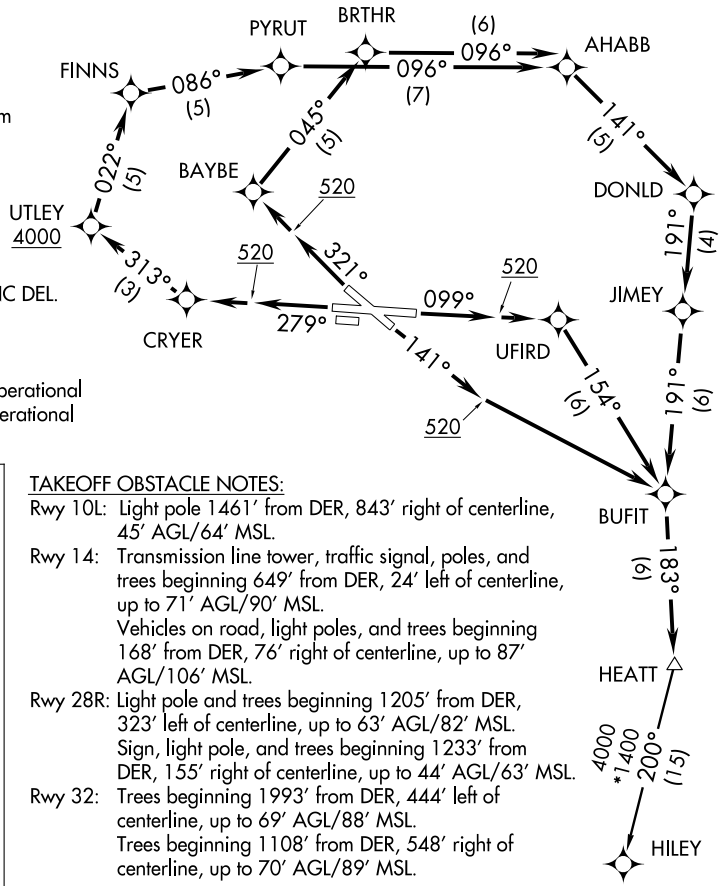
ATIS
123.75
CLNC DEL
121.6
GND CON
121.9 257.8
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 387.1 (North)
125.2 343.6 (South)

N

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 4000. ATC climb of 500′ per NM to 4000.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct BUFIT. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to BUFIT. Thence . . . .

. . . . via depicted route to HEATT. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HILEY TRANSITION (BUFIT1.HILEY):

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

(BUFIT1.BUFIT) 10098

BUFIT ONE DEPARTURE (RNAV)

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

PALM BEACH APP CON
124.6 317.4

AYBID TRANSITION (AYBID.FRWAY3)
ORMOND BEACH TRANSITION (OMN.FRWAY3)
VERO BEACH TRANSITION (VRB.FRWAY3)

. . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI.

LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold.

ORMOND BEACH OMN
FL240
153° (43)
FILBE
154° (37)
OBEYS
154° (11)
HURDE
10000
182° (42)
VERO BEACH VRB
10000
145° (27)
TUXXI
Expect to cross at 10000
182° (4)
SWOMP
Expect to cross at 8000
STOOP
162° (20)
6000
213° (13)
6000
224° (8)
TUNNE
(3)
SANZZ
271° (19)
271°

12 NM
017°
197°
AYBID
FL180
195° (18)
MIMMI
195° (33)
NEUBE
8000
236° (32)
238°
058°
7 NM

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.
NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational.

WILLIAM P. GWINN
NORTH PALM BEACH COUNTY GENERAL AVIATION
CASKI
Landing East: Expect Radar Vectors after CASKI
FRWAY
Landing West: Expect Radar Vectors after FRWAY

PALM BEACH INTL
PALM BEACH PBI
4 NM
099°
279°
CUPED

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PBI	APP CRS	Rwy Idg	8800
111.9	099°	TDZE	19
		Apt Elev	19

ILS or LOC RWY 10L

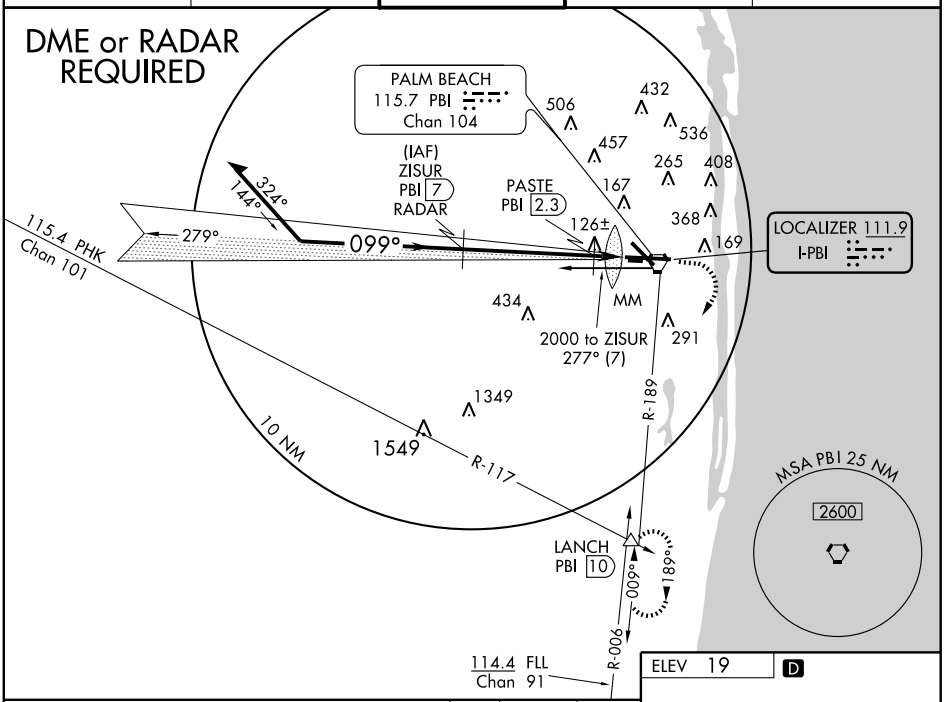
WEST PALM BEACH/ PALM BEACH INTL (PBI)

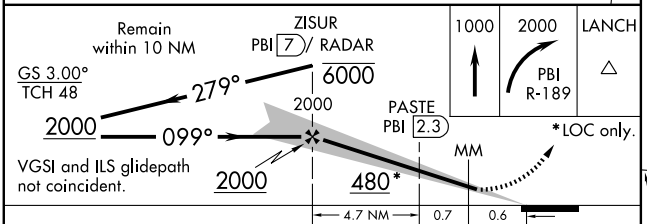
▼ DME or Radar required.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

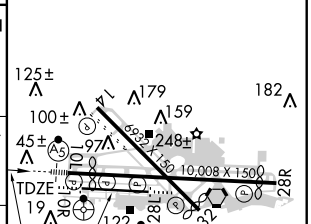
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI VORTAC R-189 to LANCH INT/PBI VORTAC 10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-ILS 10L		** 219/24 200 (200-½)		
S-LOC 10L	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)
PASTE DME FIX MINIMUMS				
S-LOC 10L	380/24 361 (400-½)			380/40 361 (400-¾)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

LOC I-PWB	APP CRS	Rwy Idg	9189
111.9	279°	TDZE	18
		Apt Elev	19

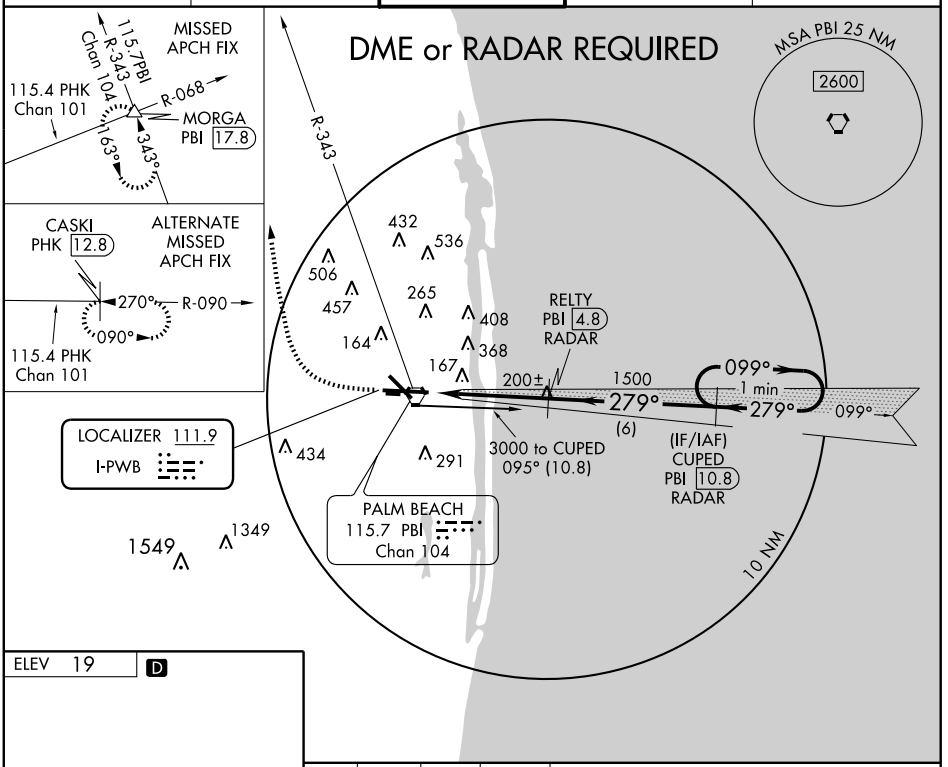
ILS or LOC RWY 28R

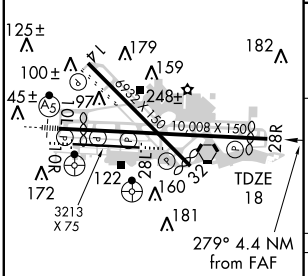
WEST PALM BEACH/ PALM BEACH INTL (PBI)

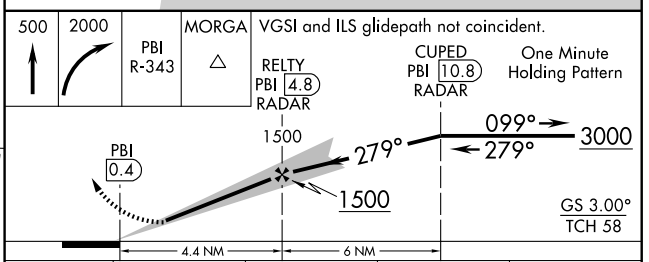
DME or Radar required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-¾)			
S-LOC 28R	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1½ 621 (700-1½)	680-2 661 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010

IVNKA ONE DEPARTURE (RNAV) (IVNKA1.IVNKA) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

DEPARTURE ROUTE DESCRIPTION

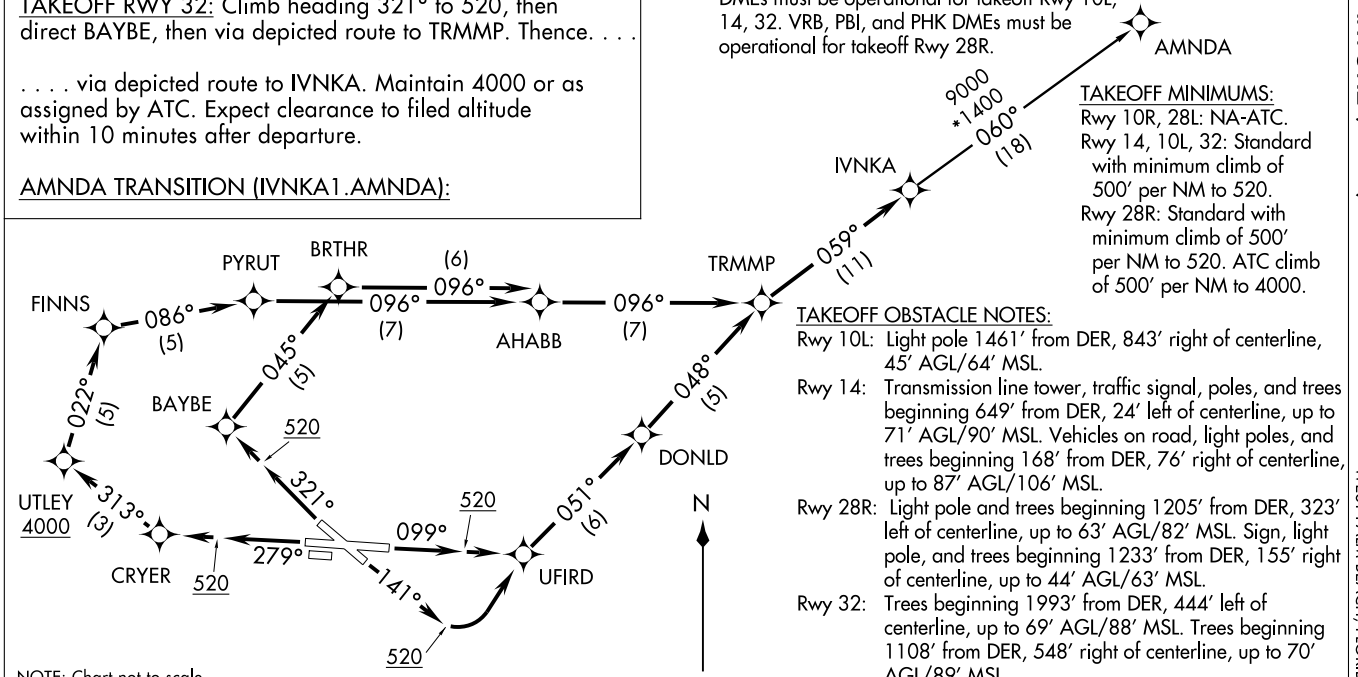
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TRMMP. Thence. . . .

. . . . via depicted route to IVNKA. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (IVNKA1.AMNDA):

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

(IVNKA1.IVNKA) 10098
IVNKA ONE DEPARTURE (RNAV)
WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

SL-449 (FAA)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	08-26	3,250 feet
JACKSONVILLE, FL			
CRAIG MUNI (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,750 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,170 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,624 feet
	27L	18-36	5,760 feet
	36	09L-27R	5,300 feet
POMPANO BEACH, FL			
POMPANO BEACH AIRPARK (PMP)	10	15-33	3,000 feet
	15	10-28	3,800 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	04	09-27	4,286 feet
	09	04-22	4,733 feet
	17L	04-22	7,557 feet
	22	17L-35R	4,514 feet
	35R	09-27	3,405 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	18L	09-27	5,650 feet
	27	18L-36R	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,035 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	29L	04-22	4,7000 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,200 feet
	14	10L-28R	4,370 feet
	28R	14-32	3,725 feet

23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLNKT, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence. . . .

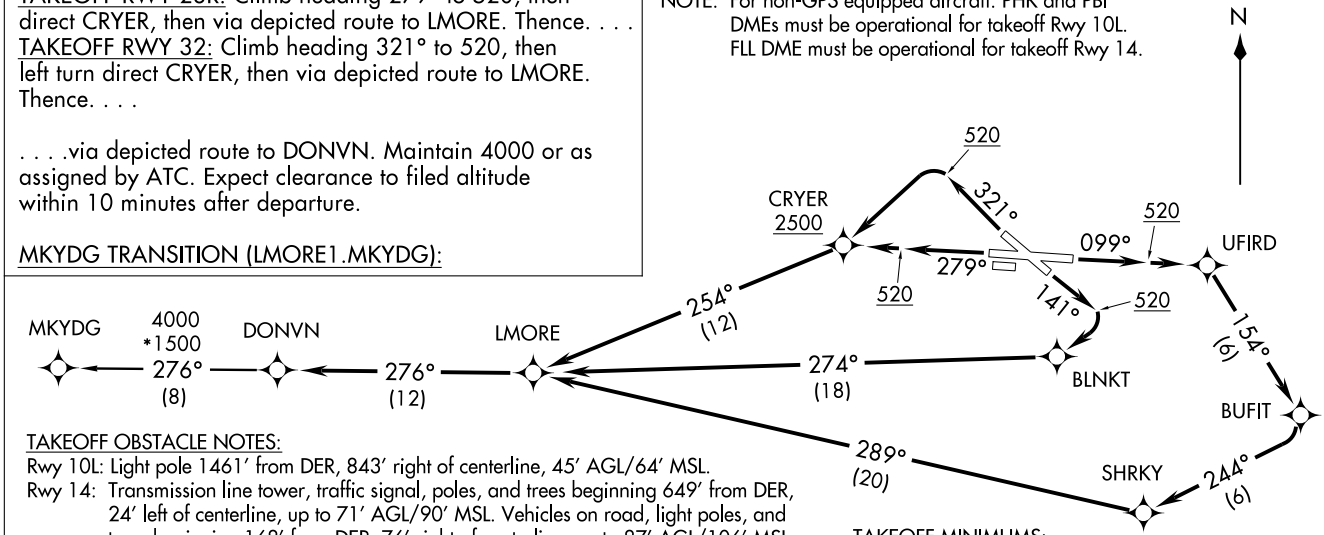
. . . .via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDG TRANSITION (LMORE1.MKYDG):

Note: Chart not to scale.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 2500.

(LMORE1.LMORE) 10098
LMORE ONE DEPARTURE (RNAV)
WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

SI-449 (FAA)

MIXAE ONE DEPARTURE (RNAV)

(MIXAE1.MIXAE) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

(MIXAE1.MIXAE) 10098

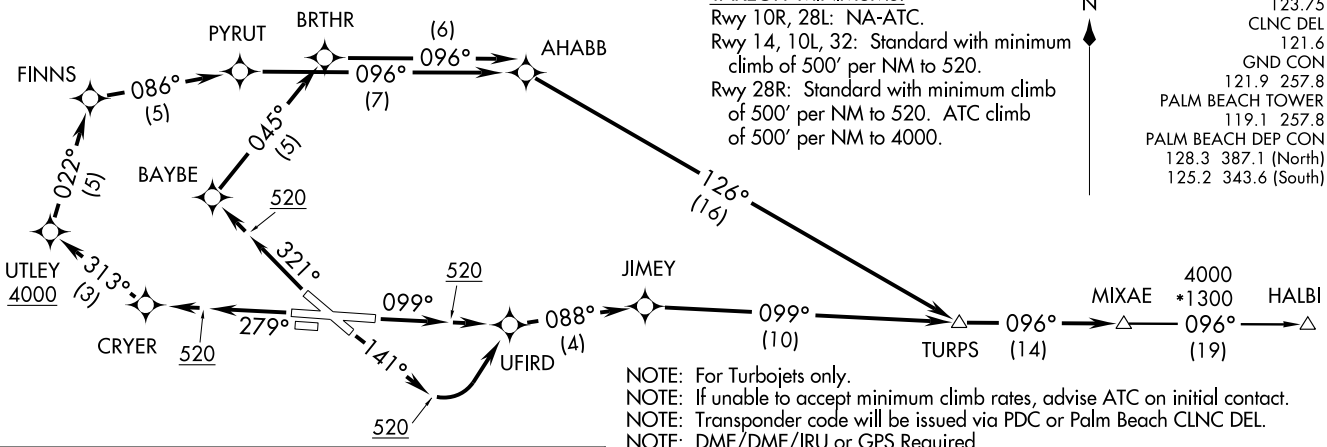
MIXAE ONE DEPARTURE (RNAV)

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

N

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TURPS. Thence . . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TURPS. Thence . . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS. Thence . . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS. Thence . . . .

. . . . via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE1.HALBI):

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

TAKEOFF OBSTACLE NOTES:

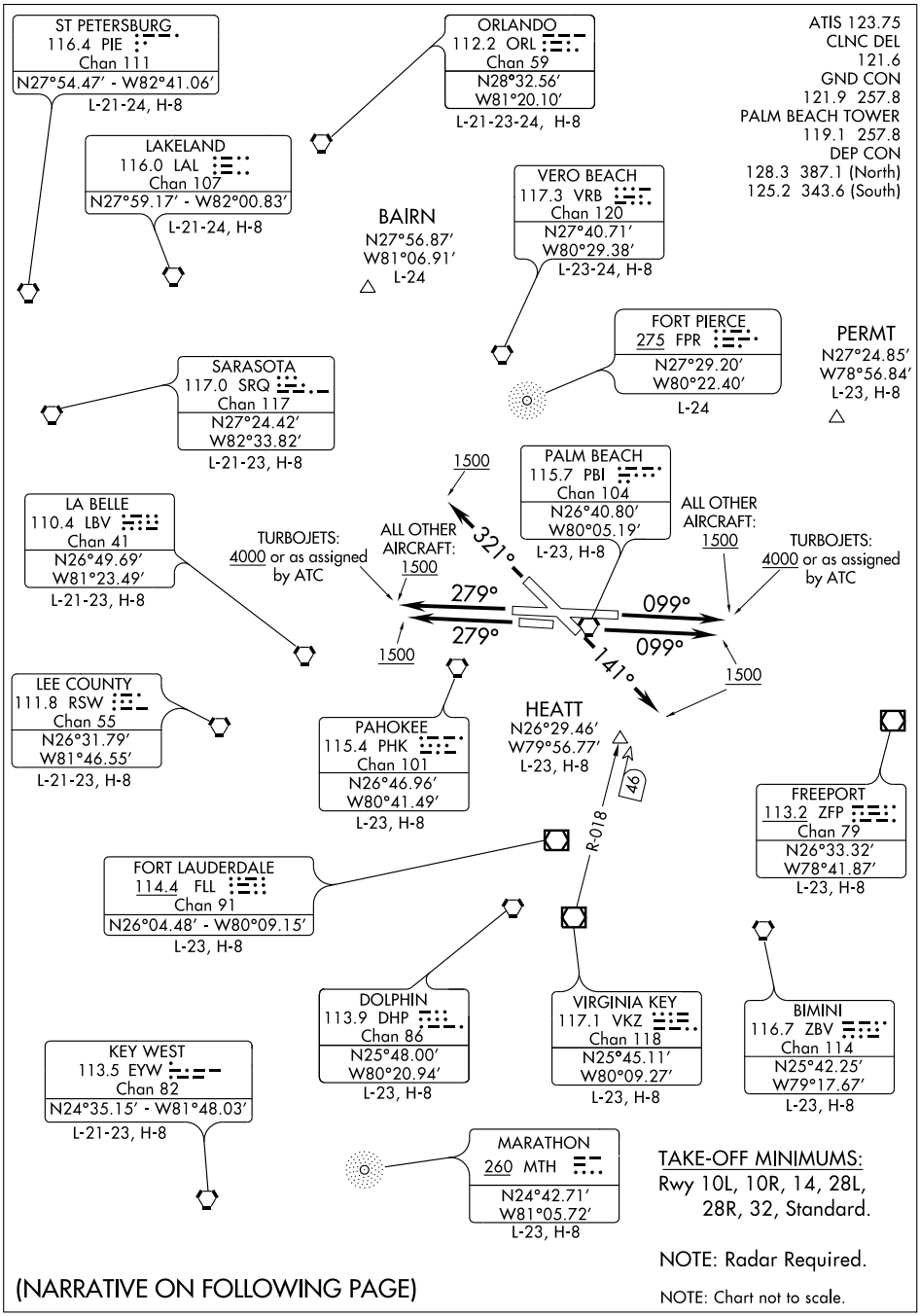
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

PALM BEACH SIX DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 14, 28L, 28R, 32, Standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH SIX DEPARTURE
(PBI6.PBI) 10098
WEST PALM BEACH, FLORIDA
WEST PALM BEACH/ PALM BEACH INTL (PBI)

DEPARTURE ROUTE DESCRIPTION

TURBOJETS:
TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:
TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .Expect radar vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

TAKE OFF OBSTACLE NOTES:
Rwy 10R: Antenna on hanger 177′ from DER, 450′ right of centerline, 38′ AGL/57′ MSL.
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vechicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 97317 W10A | APP CRS 099° | Rwy Idg 8800, TDZE 19, Apt Elev 19

RNAV (GPS) Y RWY 10L

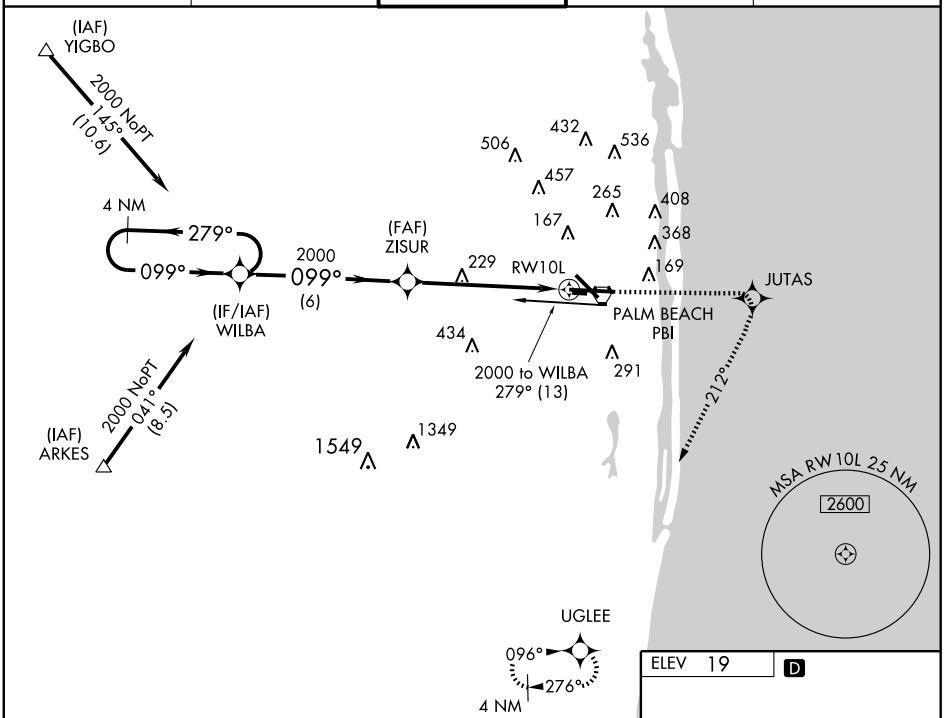
WEST PALM BEACH/PALM BEACH INTL (PBI)

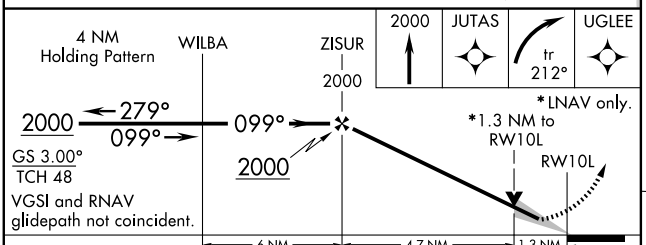
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

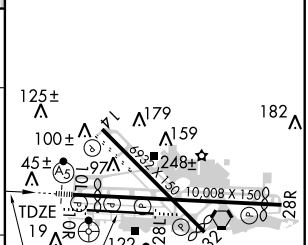
MISSED APPROACH: Climb to 2000 direct JUTAS and right turn via track 212° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
LPV DA	294/24	275 (300-½)		
LNAV/VNAV DA	422/50	403 (500-1)		
LNAV MDA	480/24	461 (500-½)	480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)



SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6000
CH 40018	141°	TDZE	17
W14A		Apt Elev	19

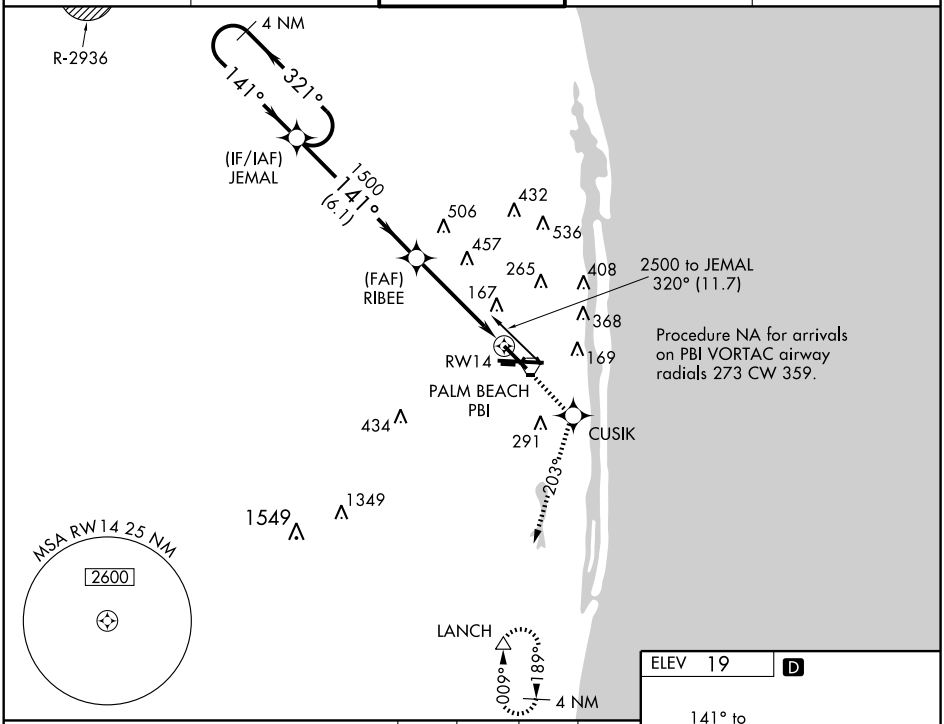
RNAV (GPS) Y RWY 14

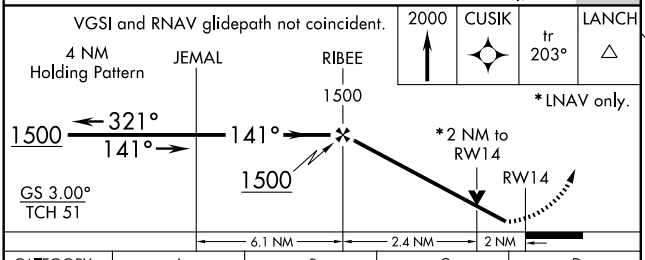
WEST PALM BEACH/ PALM BEACH INTL (PBI)

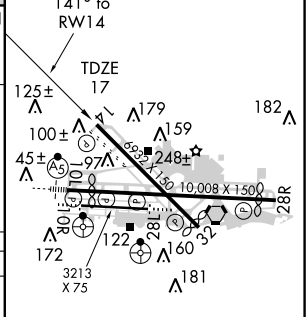
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 203° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	293-1	276 (300-1)		
LNAV/ VNAV DA	475-1½	458 (500-1½)		
LNAV MDA	720-1	703 (800-1)	720-2 703 (800-2)	720-2¼ 703 (800-2¼)
CIRCLING	720-1	701 (800-1)	720-2 701 (800-2)	720-2¼ 701 (800-2¼)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	9189
CH 45518	279°	TDZE	18
W28A		Apt Elev	19

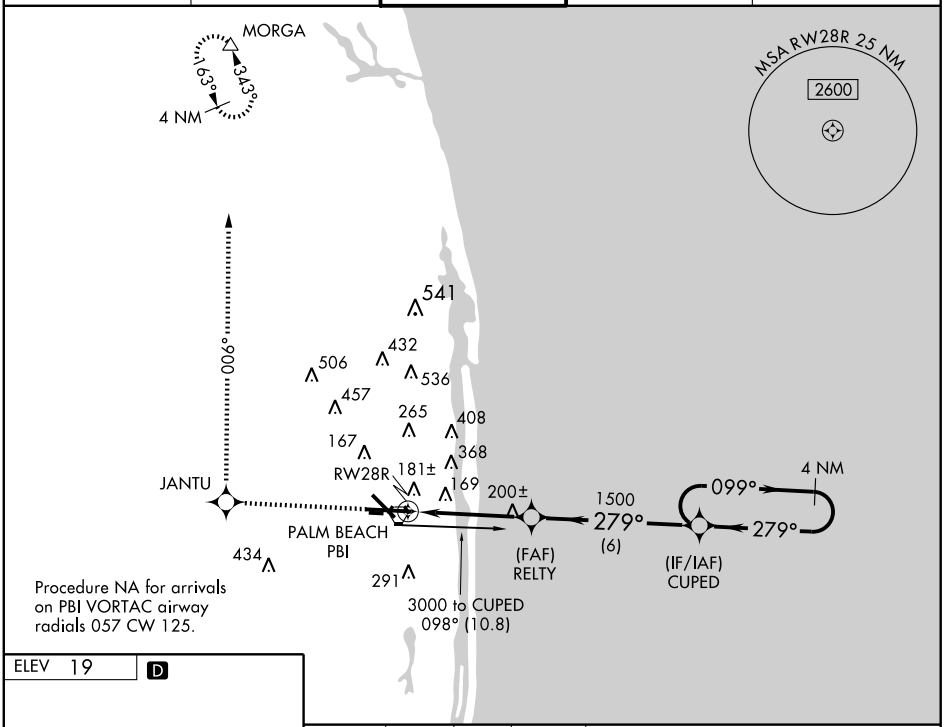
RNAV (GPS) Y RWY 28R

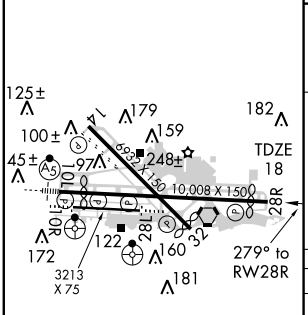
WEST PALM BEACH/PALM BEACH INTL (PBI)

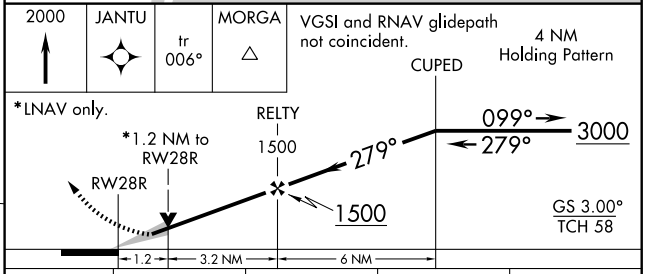
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	356/60 338 (400-1¼)			
LNAV/VNAV DA	484-1½ 466 (500-1½)			
LNAV MDA	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WAAS	APP CRS	Rwy Idg	6504
CH 62903	321°	TDZE	16
W32A		Apt Elev	19

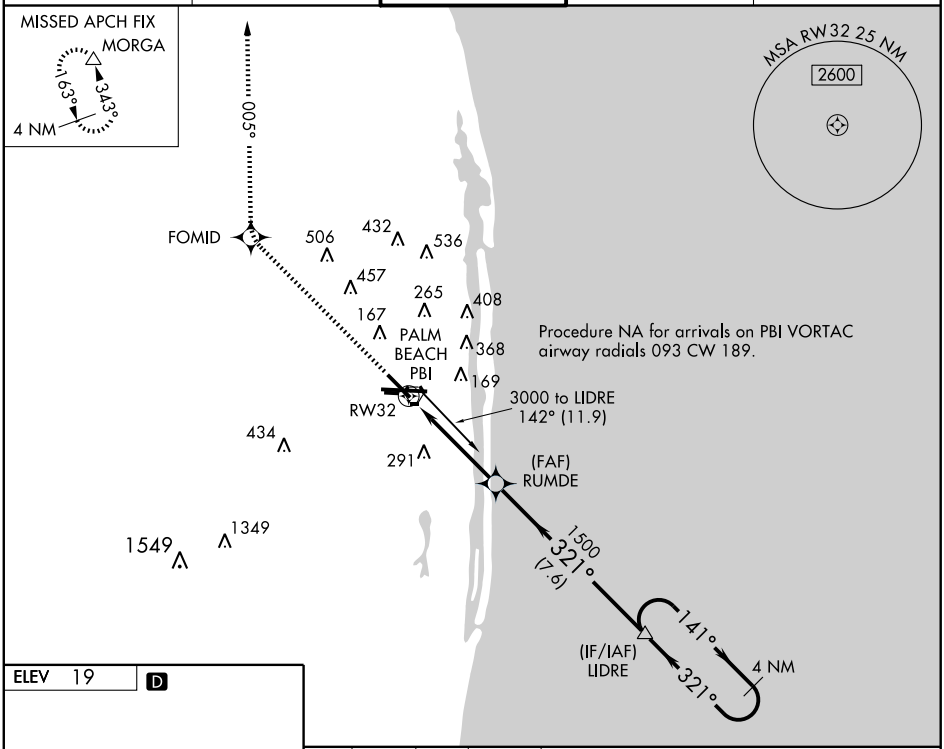
RNAV (GPS) Y RWY 32

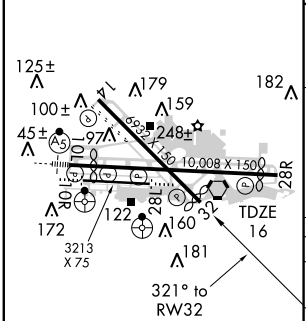
WEST PALM BEACH/PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

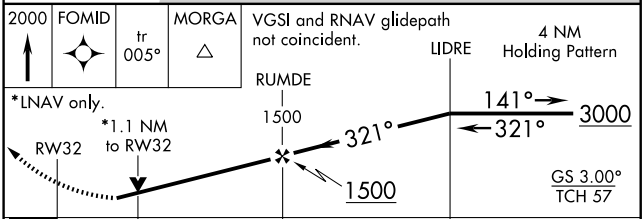
MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
LPV DA	336-1 320 (400-1)			
LNAV/VNAV DA	431-1½ 415 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	8800
099°	TDZE	19
	Apt Elev	19

RNAV (RNP) Z RWY 10L

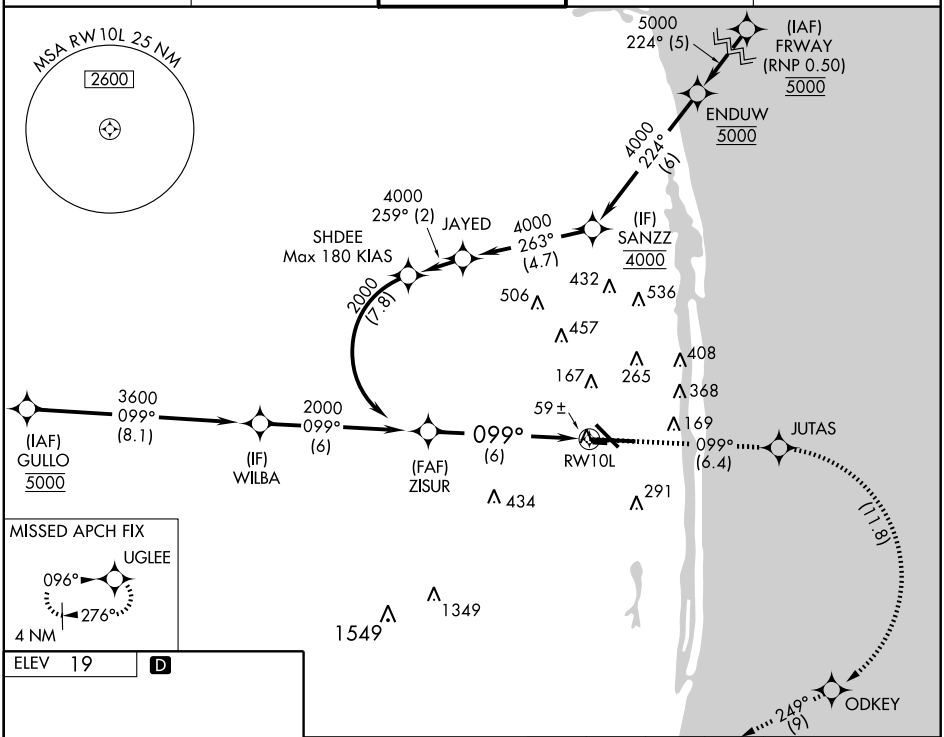
WEST PALM BEACH/PALM BEACH INTL (PBI)

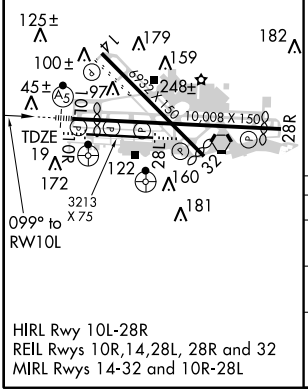
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (120°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

MALSR

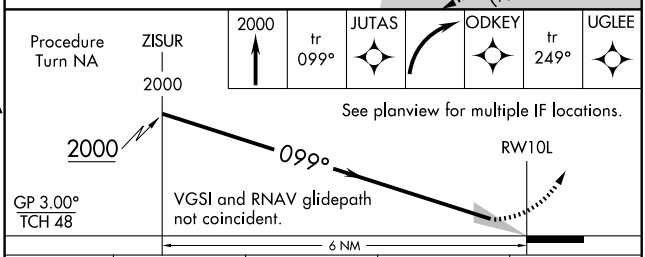
MISSED APPROACH: Climb to 2000 on track 099° to JUTAS and right turn to ODKEY and on track 249° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
RNP 0.11 DA	304/24	285 (300-½)		
RNP 0.30 DA	397/40	378 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6000
141°	TDZE	17
	Apt Elev	19

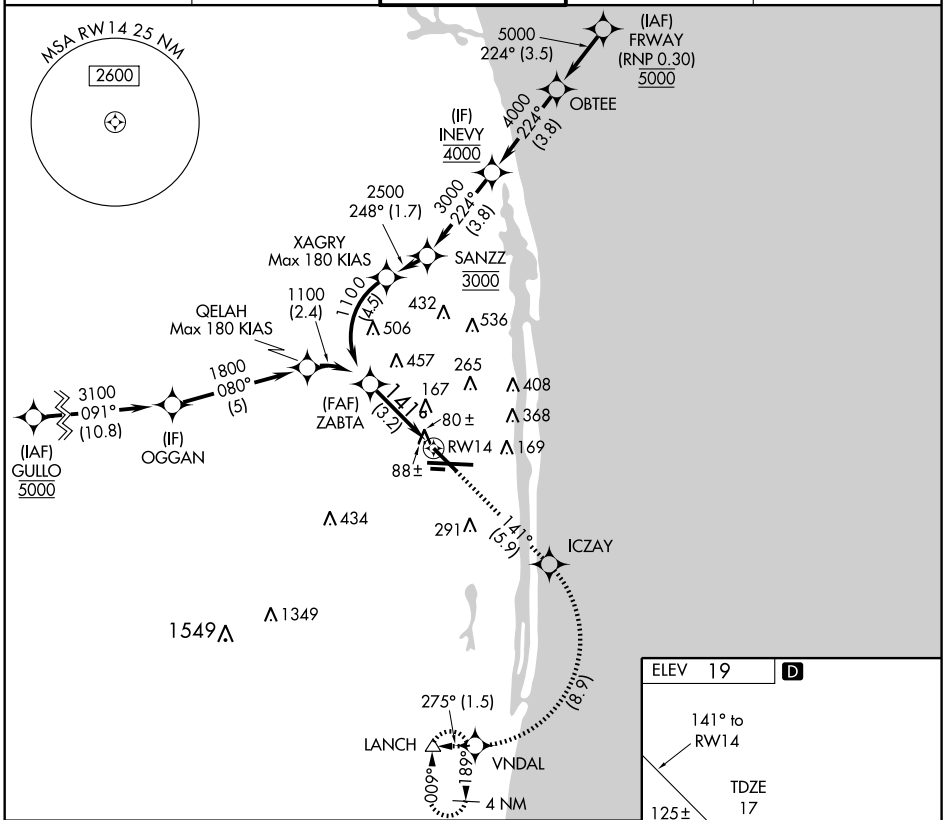
RNAV (RNP) Z RWY 14

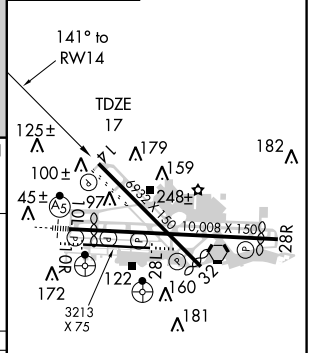
WEST PALM BEACH/ PALM BEACH INTL (PBI)

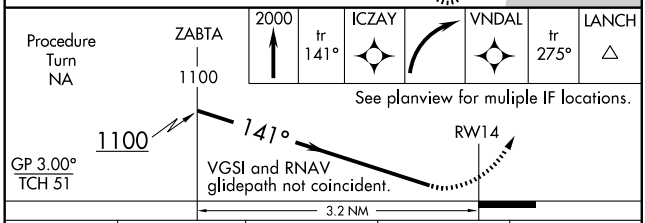
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: (Do not exceed 200 KIAS until VNDAL) Climb to 2000 on track 141° to ICZAY and right turn to VNDAL and on track 275° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
RNP 0.11 DA		320-1	303 (400-1)	
RNP 0.30 DA		364-1¼	347 (400-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	9189
279°	TDZE	18
	Apt Elev	19

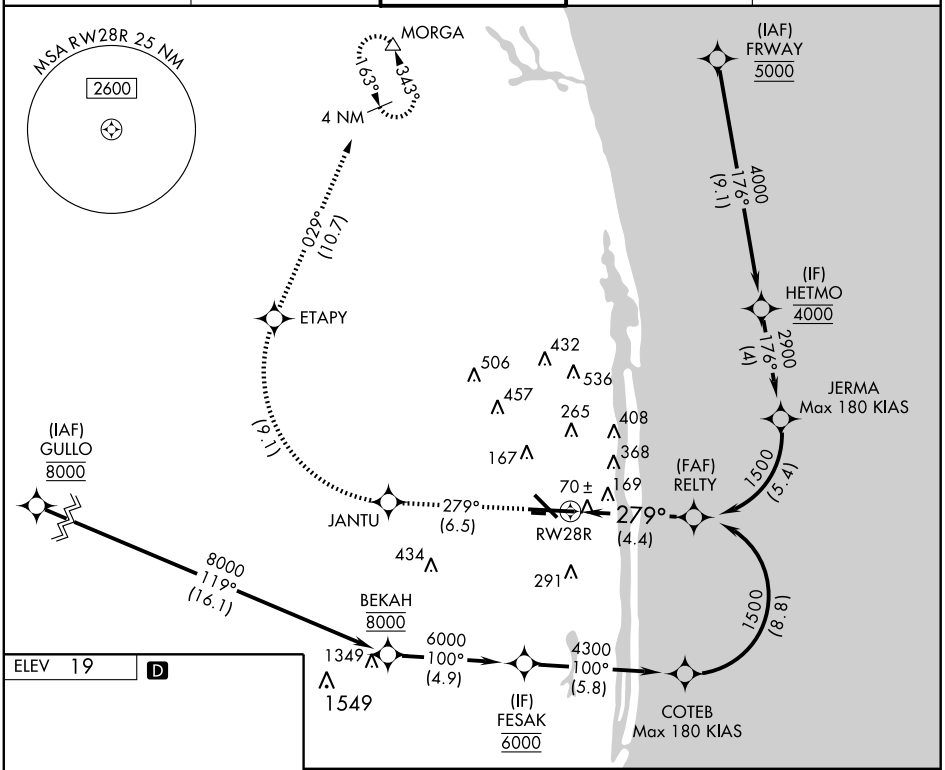
RNAV (RNP) Z RWY 28R

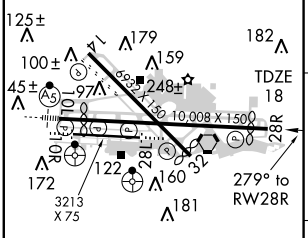
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

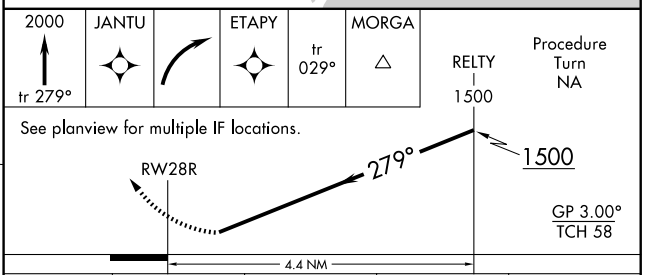
MISSED APPROACH: Climb to 2000 on track 279° to JANTU and right turn to ETAPY and on track 029° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
RNP 0.30 DA	393/60	375 (400-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6504
321°	TDZE	16
	Apt Elev	19

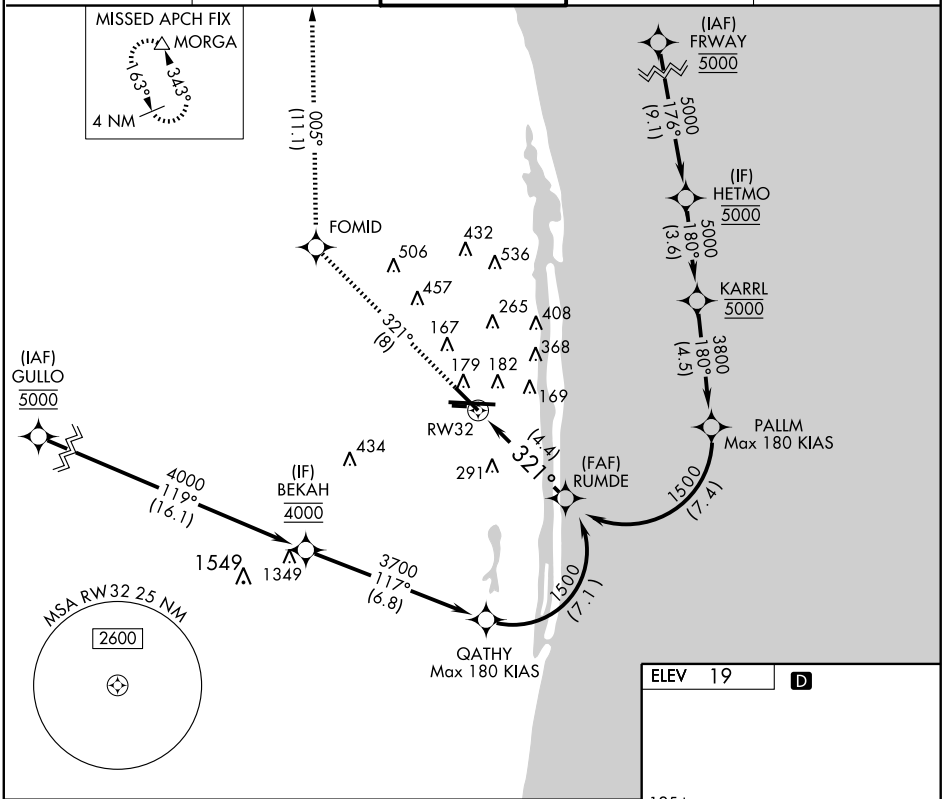
RNAV (RNP) Z RWY 32

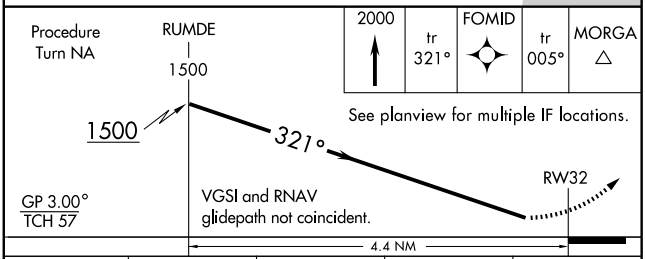
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 321° to FOMID and on track 005° to MORGA and hold.

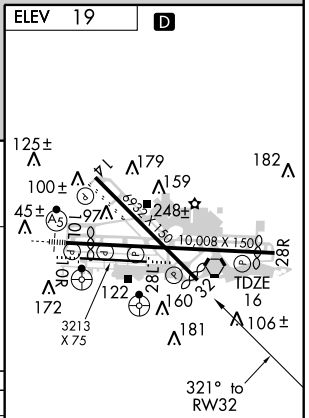
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
RNP 0.12 DA		326-1	310 (400-1)	
RNP 0.30 DA		405-1¼	389 (400-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

TBIRD ONE DEPARTURE (RNAV)

(TBIRD1.TBIRD) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

TBIRD ONE DEPARTURE (RNAV)

(TBIRD1.TBIRD) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

SL-449 (FAA)

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

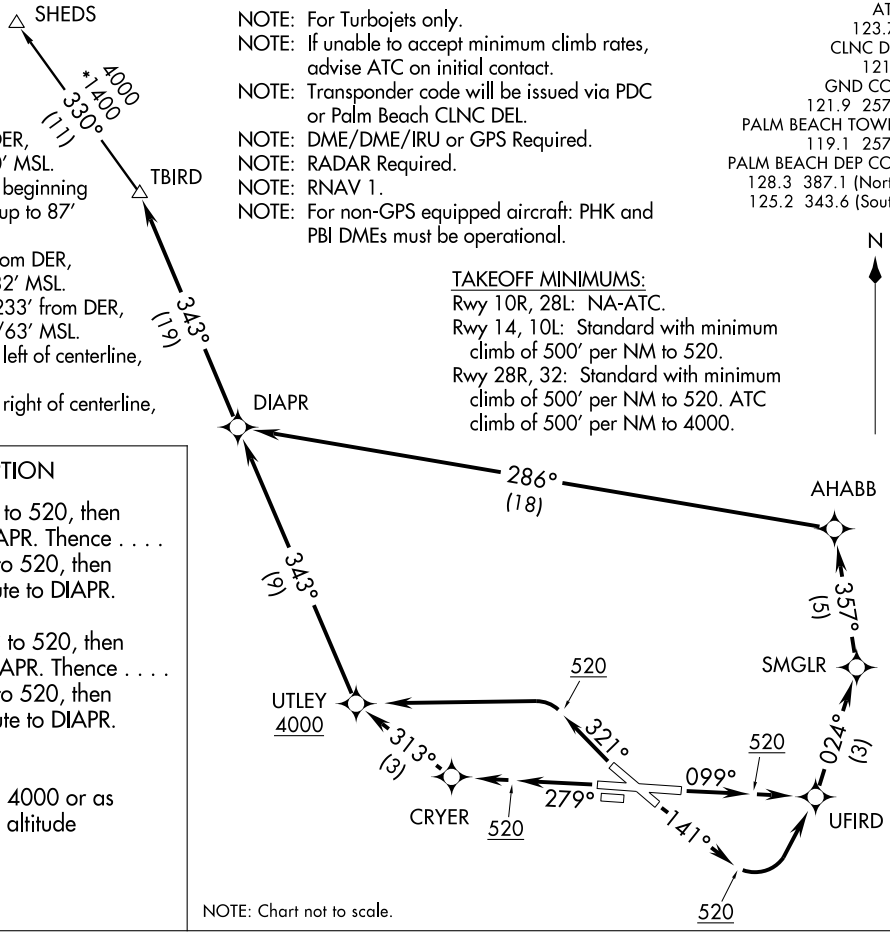
TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R, 32: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

N



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR. Thence . . . .

. . . . via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD1.SHEDS):

NOTE: Chart not to scale.

SE-3, 23 SEP 2010 to 21 OCT 2010

PALM BEACH APP CON
124.6 317.4
PALM BEACH INTL ATIS
123.75

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence…

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence…

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

24000
147°
(43)

FILBE
N28°42.14′
W80°40.60′

24000
147°
(37)

80

OBEYS
N28°10.51′ - W80°17.94′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at FL240

24000
147°
(11)

91

HURDE
N28°01.51′
W80°11.55′

VERO BEACH
117.3 VRB
Chan 120
N27°40.71′
W80°29.38′
L-23-24, H-8

81

10000
179°
(42)

10000
143°
(29)

R-147

TUXXI
N27°19.08′ - W80°08.19′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′

NOTE: Turbojets and Turboprops only.
NOTE: DME Required.

38

10000
179°
(4)

STOOP
N27°15.19′ - W80°07.88′
Expect Radar Vectors to Final Approach course.

PAHOKEE
115.4 PHK
Chan 101

R-047

WILLIAM P. GWINN

160°

R-359

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′

PALM BEACH INTL

BOCA RATON

PALM BEACH COUNTY PARK

NOTE: Chart not to scale.

VORTAC PBI	APP CRS	Rwy Idg	8800
115.7	101°	TDZE	19
Chan 104		Apt Elev	19

VOR RWY 10L

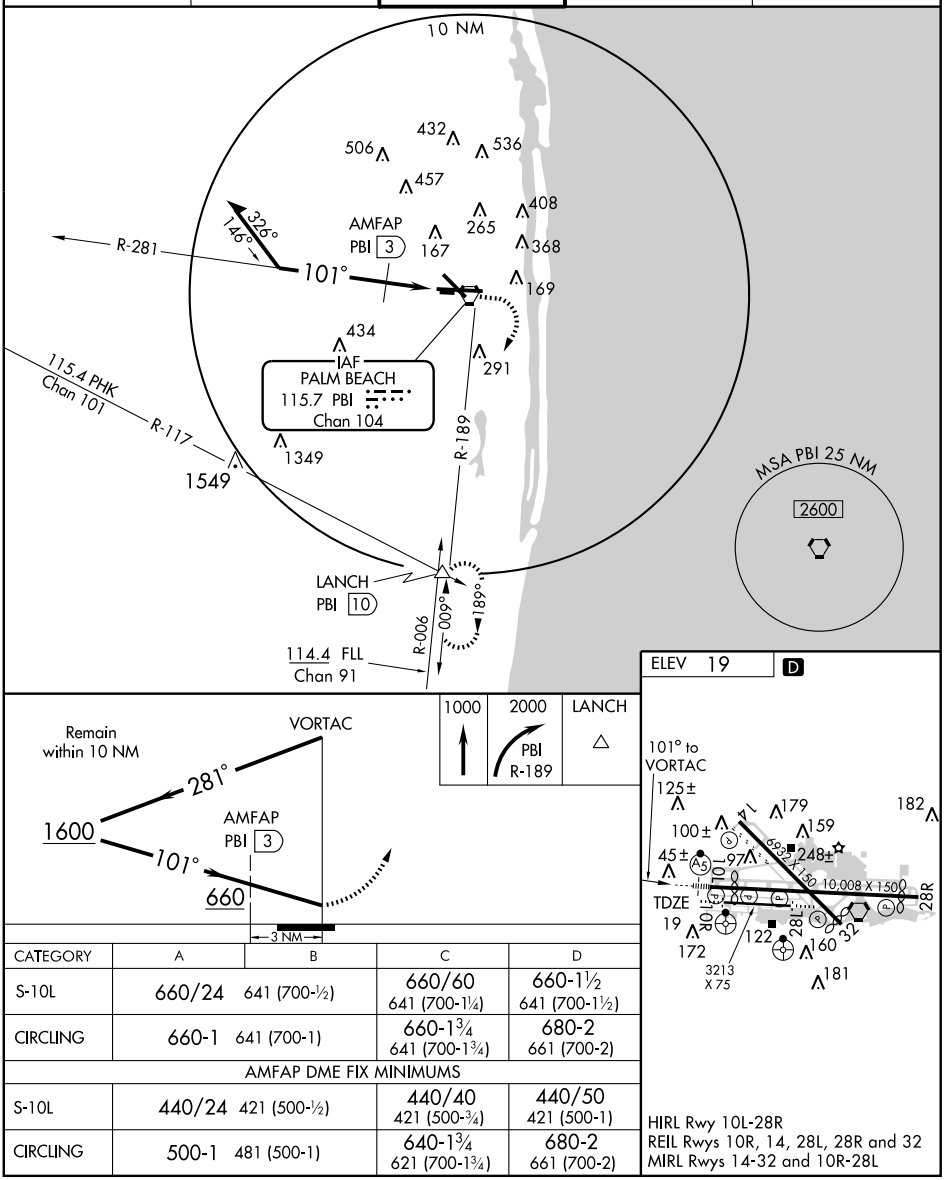
WEST PALM BEACH/PALM BEACH INTL (PBI)

For inoperative MALSR, increase AMFAP DME fix minimums S-9 Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6



CATEGORY	A	B	C	D
S-10L	660/24	641 (700-½)	660/60 641 (700-1¼)	660-1½ 641 (700-1½)
CIRCLING	660-1	641 (700-1)	660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMFAP DME FIX MINIMUMS				
S-10L	440/24	421 (500-½)	440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

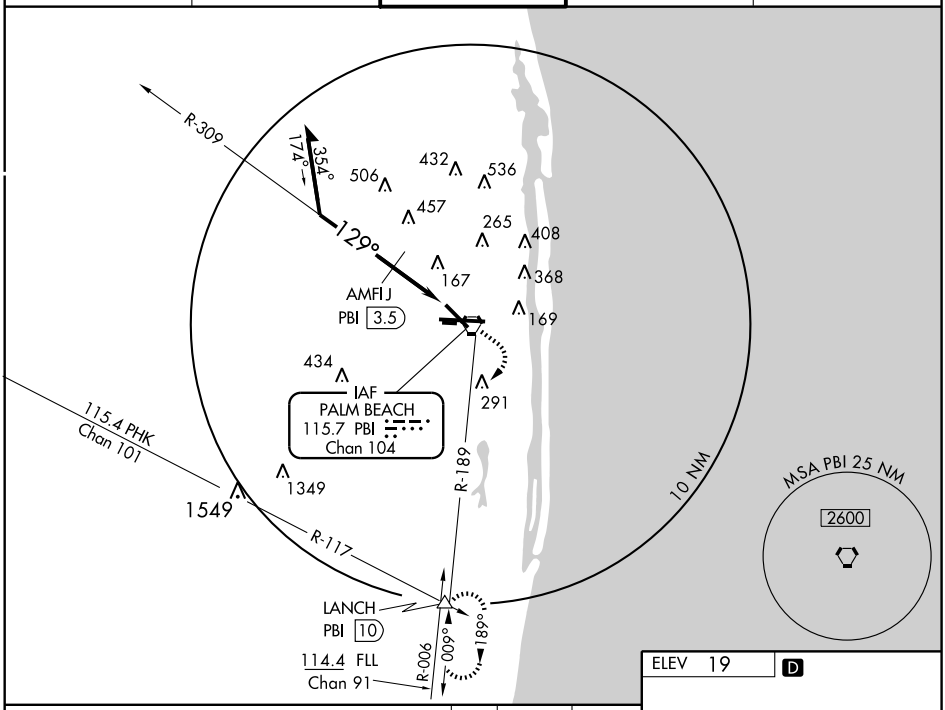
VORTAC PBI	APP CRS	Rwy Idg	6000
115.7	129°	TDZE	17
Chan 104		Apt Elev	19

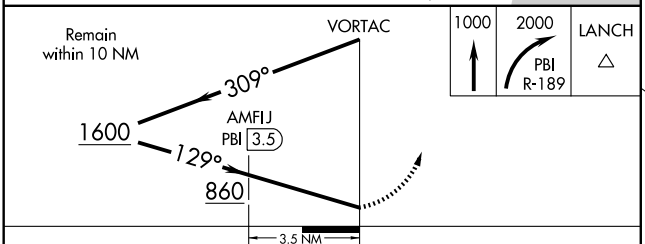
VOR RWY 14

WEST PALM BEACH/ PALM BEACH INTL (PBI)

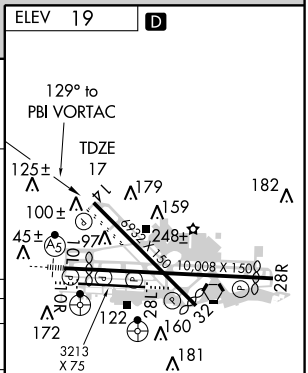
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
S-14	860-1 843 (900-1)	860-1¼ 843 (900-1¼)	860-2½ 843 (900-2½)	860-2¾ 843 (900-2¾)
CIRCLING	860-1 841 (900-1)	860-1¼ 841 (900-1¼)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)
AMFIJ DME FIX MINIMUMS				
S-14	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (500-1¾)	680-2 661 (700-2)



HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

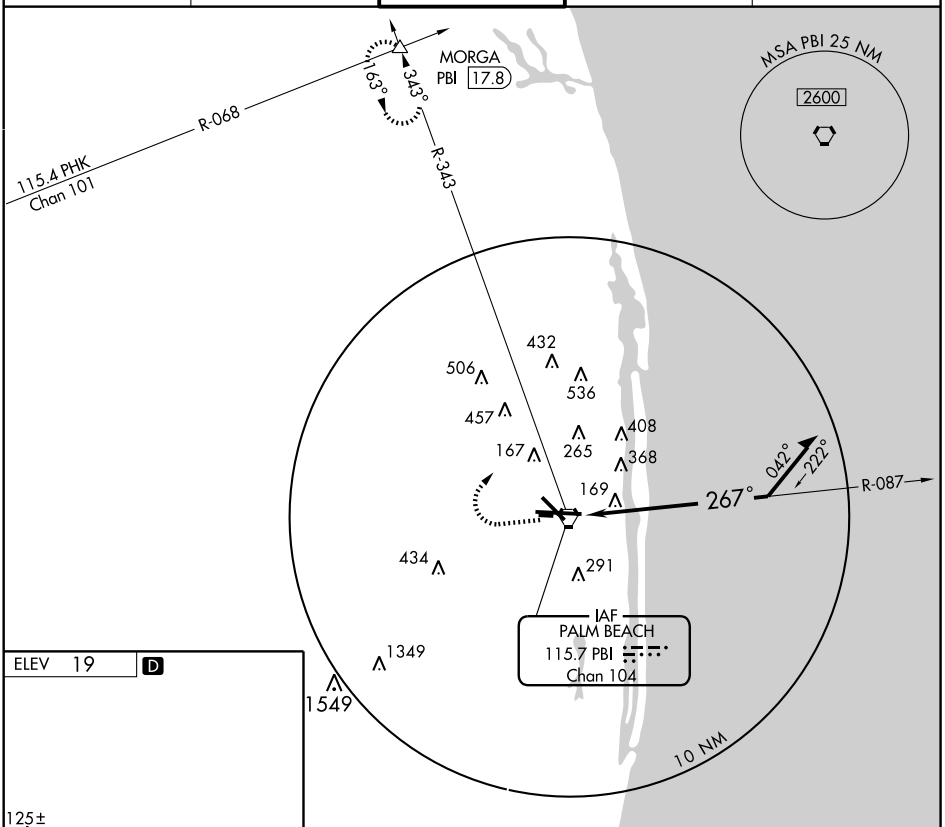
VORTAC PBI	APP CRS	Rwy Idg	9189
115.7	267°	TDZE	18
Chan 104		Apt Elev	19

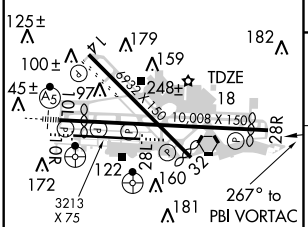
VOR RWY 28R

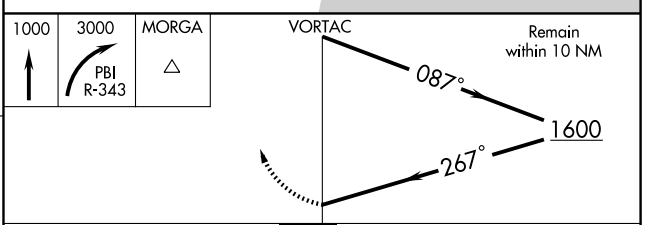
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via PBI R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-28R	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1 601 (700-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

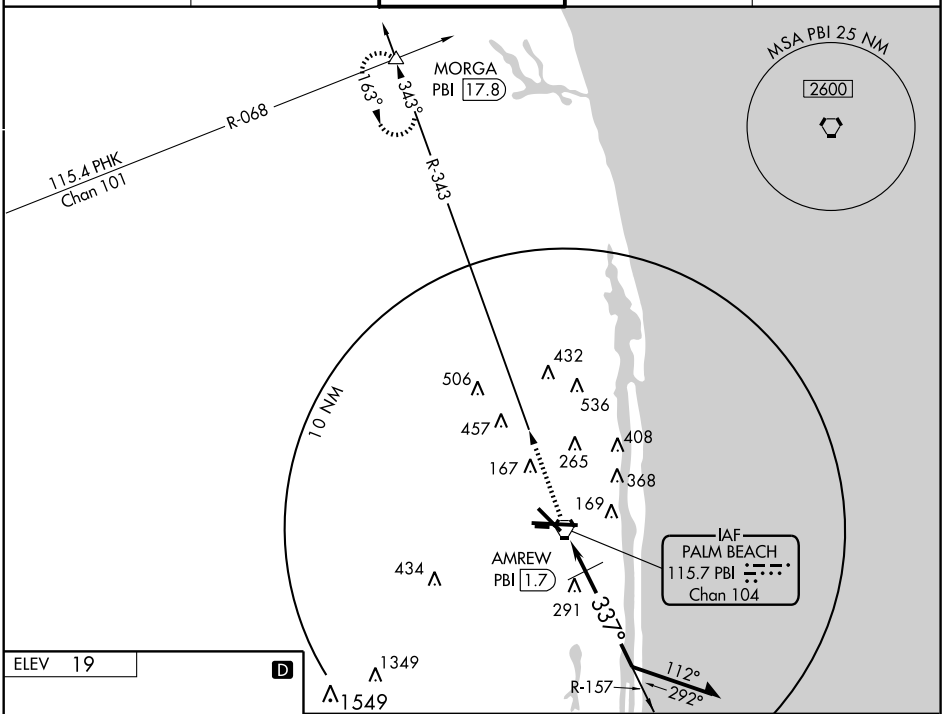
VORTAC PBI	APP CRS	Rwy Idg	6504
115.7	337°	TDZE	16
Chan 104		Apt Elev	19

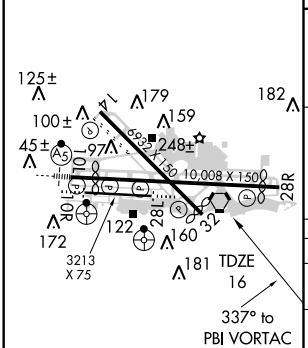
VOR RWY 32

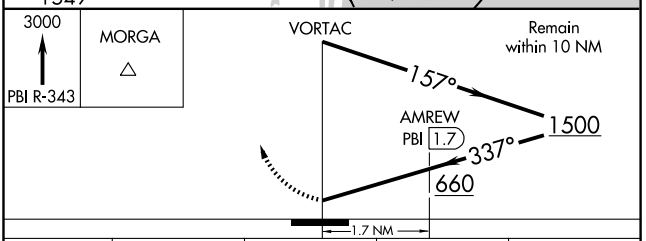
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 3000 via PBI R-343 to MORGA INT/17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-32	660-1 644 (700-1)		660-1¾ 644 (700-1¾)	660-2 644 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMREW DME FIX MINIMUMS				
S-32	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

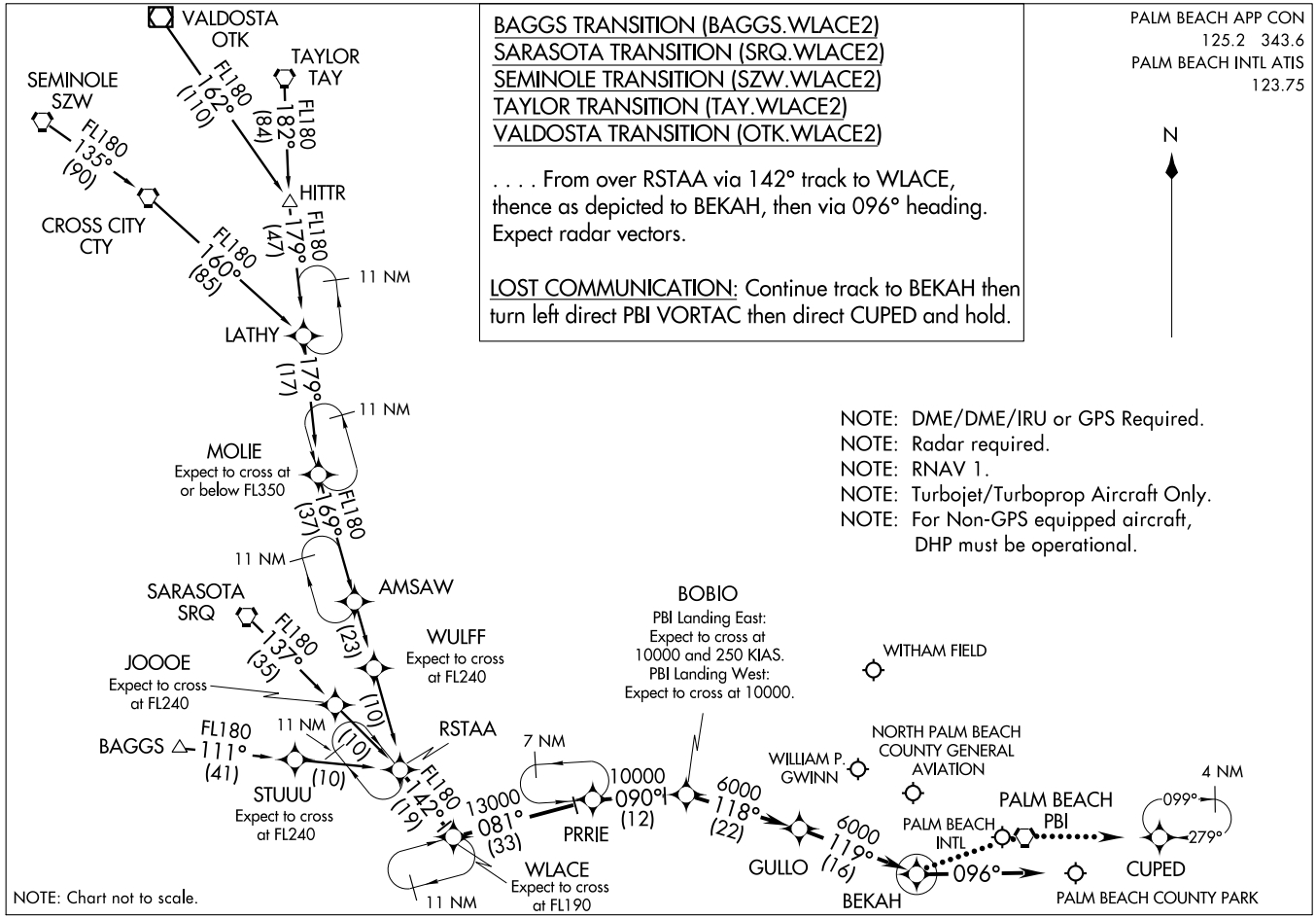
HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA



ST-449 (FAA)

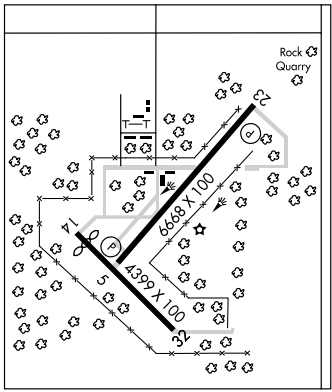
WLACE TWO ARRIVAL (RNAV)

(WLACE.WLACE2) 10098

WEST PALM BEACH, FLORIDA

WILLIAM P GWINN (06FA) PVT 24 S UTC−5(−4DT) N26°54.50′ W80°19.74′ **MIAMI**
28 NOTAM FILE MIA Not insp. **H–8I, L–23C**
RWY 09–27: H7003X150 (ASPH) PCN 49 F/A/X/T HIRL **DIAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 58′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0°.
MILITARY SERVICE: LGT Rotating bcn opr 1200–2300Z‡, except holidays. **JASU** (4 Hobart starting units 28.5V/750 amps.) **FUEL** Not for public sale. A, J5, J8. **FLUID** SP
MILITARY REMARKS: Attended Mon–Fri 1300–2100Z‡, except holidays. **RSTD** Open only to civilian and military acft having business with United Technologies Corporation or its divisions. PPR ctc twr C561–775–5450. **MISC** Helicopter ops. Vertical takeoff up to 3000′. Possible vertical jet turbulence within 2 nm of apch end Rwy 09.
COMMUNICATONS:
Ⓡ **PALM BEACH APP CON** 124.6 317.4
GWINN TWR 120.4 279.25 (Mon–Fri 1300–2100Z‡) **GND CON** 121.65 279.25
PALM BEACH DEP CON As assigned.
AIRSPACE: CLASS D Mon–Fri 1300–2100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIA.
PAHOKEE (H) VORTAC 115.4 PHK Chan 101 N26°46.96′ W80°41.49′ 069° 20.9 NM to fld. 16/0E. **HIWAS.**

WILLISTON MUNI (X6Ø) 2 SW UTC−5(−4DT) N29°21.34′ W82°28.30′ **JACKSONVILLE**
76 B S4 **FUEL** 100LL, JET A NOTAM FILE GNV **H–8H, L–21D, 24G**
RWY 05–23: H6668X100 (CONC) S–46 MIRL **IAP**
RWY 05: REIL. PAPI(P2L) Tree.
RWY 23: REIL. PAPI (P2L)—GA 3.0° TCH 50′. Tree.
RWY 14–32: H4399X100 (ASPH) S–38
RWY 14: Thld dsplcd 300′. Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Sky diving activity invof arpt. Infield berm blocking vision between rwy ends. Rwy 14–32 25′ shoulders both sides of rwy entire length. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 (352) 528–9949.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **JACKSONVILLE APP/DEP CON** 118.6
RADIO AIDS TO NAVIGATION: NOTAM FILE GNV.
GATORS (L) VORTAC 116.2 GNV Chan 109 N29°41.53′ W82°16.38′ 211° 22.6 NM to fld. 128/04W. **HIWAS.**



WINTER HAVEN

JACK BROWNS SPB (F57) 3 NW UTC−5(−4DT) N28°03.45′ W81°45.77′ **JACKSONVILLE**
140 S8 **FUEL** 100LL NOTAM FILE PIE
WATERWAY 01–19: 3600X2200 (WATER)
WATERWAY 01: Thld dsplcd 1200′. **WATERWAY 19:** Thld dsplcd 1000′.
SEAPLANE REMARKS: Attended dalgt hours. Recommended N–S pattern to remain clear of and blo 900′ tfc at Winter Haven's Gilbert Arpt. Ctc Winter Haven's Gilbert arpt UNICOM 123.05 for boat activity and local tfc. Major power plant repairs avbl.
COMMUNICATIONS: CTAF 123.05

APP CRS	Rwy Idg	6668
049°	TDZE	74
	Apt Elev	76

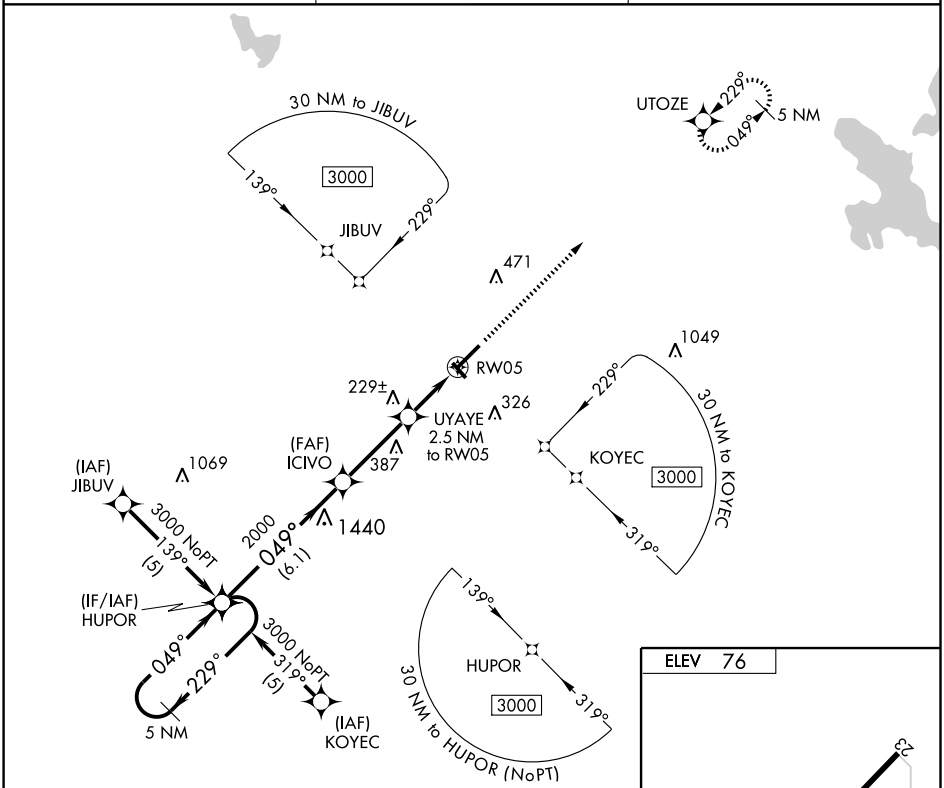
RNAV (GPS) RWY 5

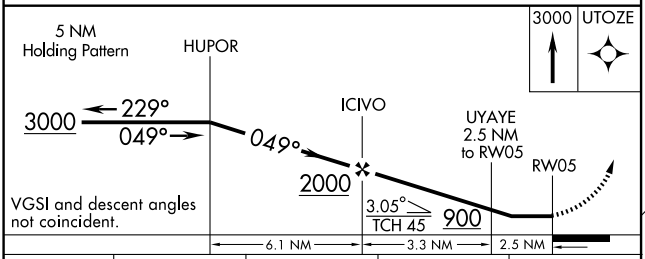
WILLISTON MUNI (X60)

NA — If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

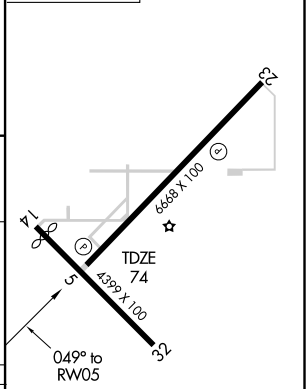
MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 406 (500-1)		480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 23

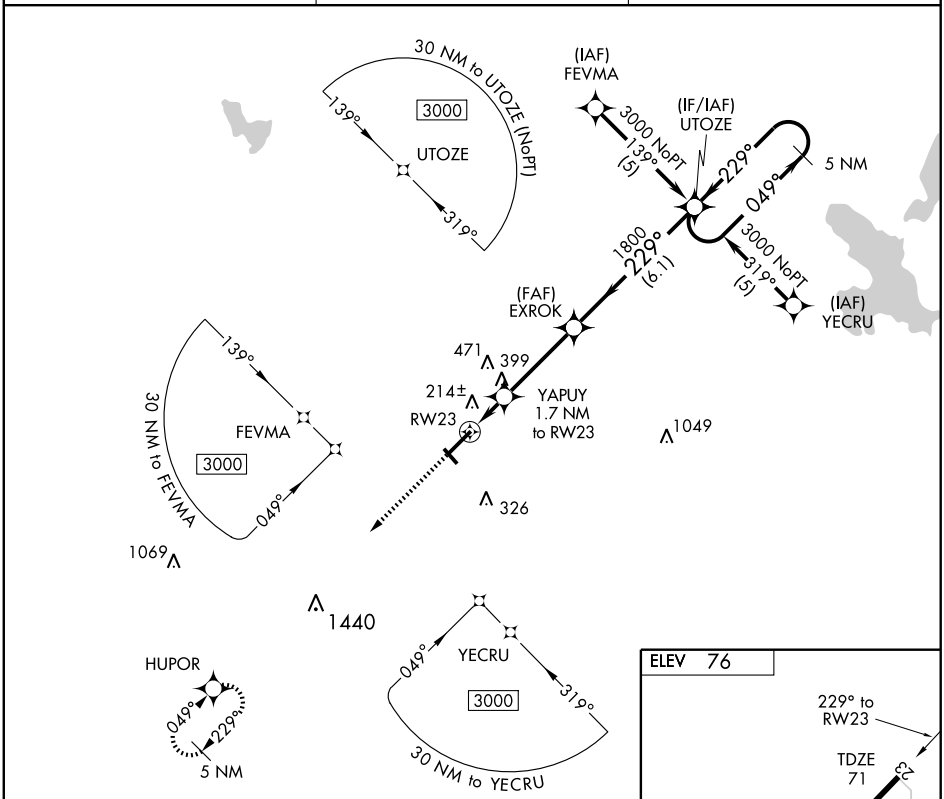
WILLISTON MUNI (X60)

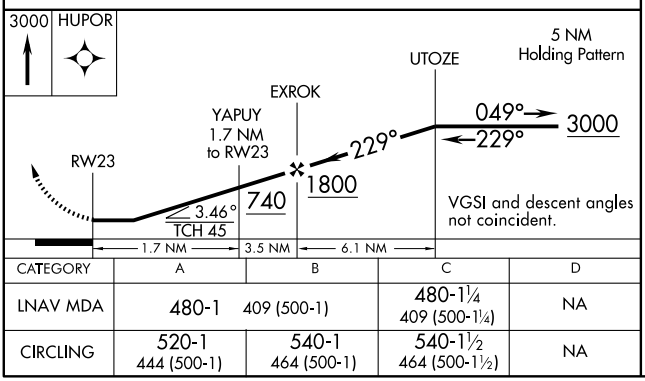
APP CRS	Rwy Idg	6668
229°	TDZE	71
	Apt Elev	76

If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

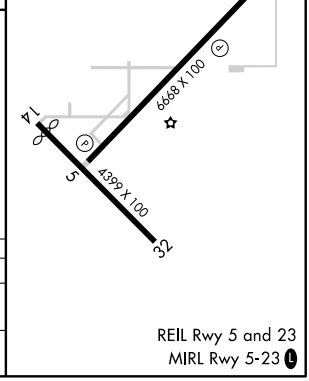
MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼ 409 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



REIL Rwy 5 and 23
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC GNV 116.2 Chan 109	APP CRS 211°	Rwy Idg 6668 TDZE 71 Apt Elev 76

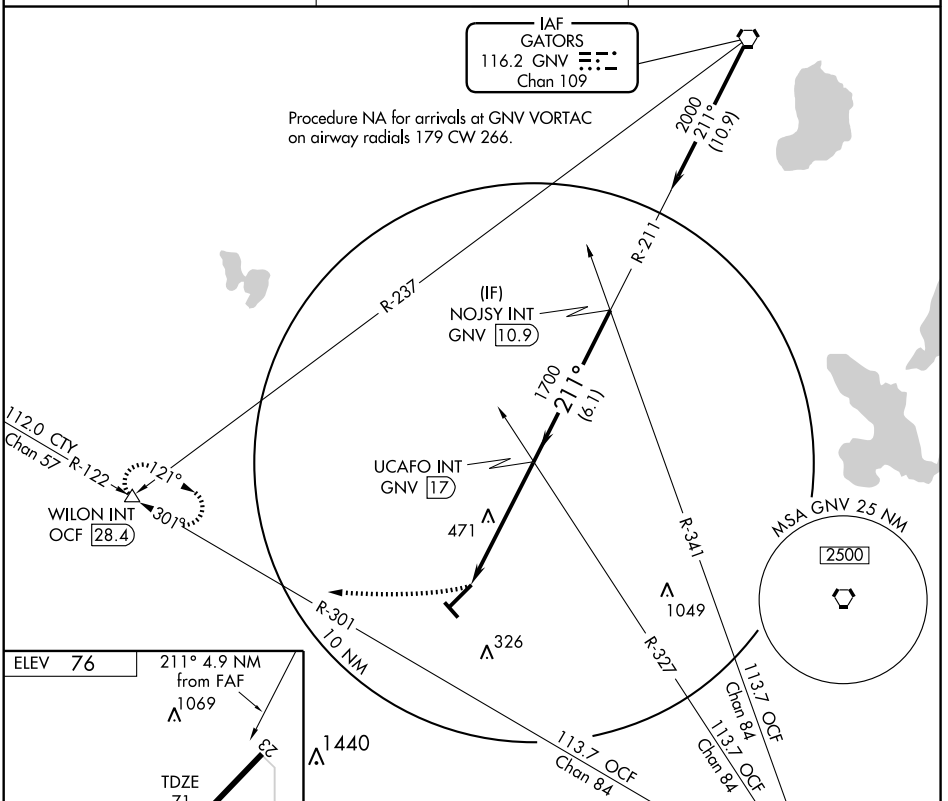
VOR RWY 23
WILLISTON MUNI (X60)

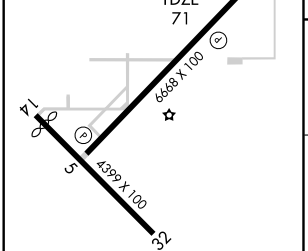
If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 via heading 270° and OCF VORTAC R-301 to WILON Int/OCF 28.4 DME and hold.

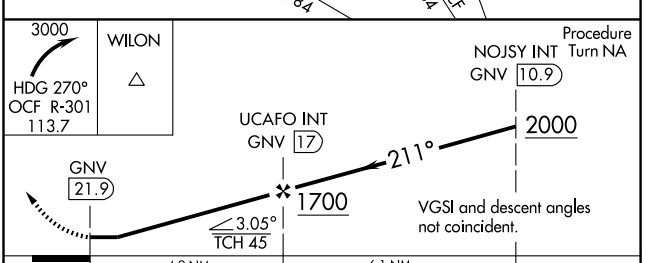
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





REIL Rwys 5 and 23
MIRL Rwy 5-23 L

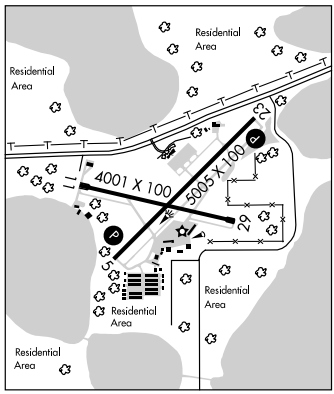
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23	780-1 709 (800-1)	780-1 1¼ 709 (800-1¼)	780-2 709 (800-2)	NA
CIRCLING	780-1 704 (800-1)	780-1 1¼ 704 (800-1¼)	780-2 704 (800-2)	NA

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

WINTER HAVEN'S GILBERT (GIF) 3 NM UTC−5(−4DT) N28°03.78′ W81°45.20′ **JACKSONVILLE**
145 B S4 **FUEL** 100LL, JET A, MOGAS TPA—1000(855) NOTAM FILE GIF **H–8H, L–21D, 24F**
RWY 05–23: H5005X100 (ASPH) S–30 MIRL **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Trees.
RWY 11–29: H4001X100 (ASPH) S–12.5
RWY 11: Trees. **RWY 29:** Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Glider acft opr on and invof arpt. Jack Brown's Seaplane Base located on adjacent lake. Ramp adjacent to south side of new terminal clsd to helicopters. ACTIVATE MIRL Rwy 05–23 and PAPI Rwys 05 and 23—CTAF.
WEATHER DATA SOURCES: ASOS 133.675 (863) 956–2097.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TAMPA APP/DEP CON** 120.65 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 071° 14.6 NM to fld. 135/01E.



WIREY N27°56.12′ W82°04.55′ NOTAM FILE LAL. **MIAMI**
NDB (LOM) 227 LA 048° 4.4 NM to Lakeland Linder Rgnl. **L–24F**

WITHAM FLD (See STUART)

WYNDS N29°40.20′ W82°10.33′ NOTAM FILE GNV. **JACKSONVILLE**
NDB (MHW/LOM) 269 GN 287° 5.3 NM to Gainesville Rgnl. **L–21D, 24G**

ZELLWOOD

BOB WHITE FIELD (X61) 1 W UTC−5(−4DT) N28°44.12′ W81°37.75′ **JACKSONVILLE**
78 S2 NOTAM FILE PIE
RWY 09–27: 3300X150 (TURF)
RWY 09: Thld dsplcd 600′. Brush. **RWY 27:** Thld dsplcd 590′. Brush.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Rwy 09–27 marked with pails. Rwy 09–27 dsplcd thld marked with 3 tires painted white perpendicular to centerline. Twy north side, no backtaxi on rwy. Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 122.8

ZEPHYRHILLS MUNI (ZPH) 1 SE UTC−5(−4DT) N28°13.69′ W82°09.36′ **JACKSONVILLE**
90 B S6 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PIE **L–21D, 24F**
RWY 04–22: H4999X100 (ASPH) S–30, D–60 MIRL **IAP**
RWY 04: PAPI(P4L)–GA 3.0° TCH 32′. Tree. **RWY 22:** PAPI(P4L)–GA 3.0° TCH 32′. Trees. Rgt tfc.
RWY 18–36: H4954X100 (ASPH) S–29, D–49 HIRL
RWY 18: REIL, PAPI(P4L) Thld dsplcd 260′. Trees. Rgt tfc. **RWY 36:** REIL, PAPI(P4L) Thld dsplcd 307′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel after hrs call 813–782–7789. 24 hr credit card fuel avbl. Parachute Jumping. Be alert for sky–diving acft descending from 13,500′ and entering opposite tfc pattern for Rwy 18–36 E of arpt. Glider ops SR–SS. Rwy 18–36 limited by arpt manager to maximum gross weight of 24,000 pounds or less. Twy B has many depressions in surface. Rwy 18–36 37.5′ paved shoulders. TPA—1090 (1000) single–engine acft 1590 (1500) multi-engine acft. HIRL Rwy 18–36 and MIRL Rwy 04–22 preset on low ints dusk–0300Z‡; to increase ints and ACTIVATE after 0300Z‡—CTAF. ACTIVATE PAPI Rwys 04, Rwy 22, Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 118.975 (813) 780–0031.
COMMUNICATIONS: CTAF/UNICOM 123.075
TAMPA APP/DEP CON 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 332° 16.3 NM to fld. 135/01E.
NDB (MHW) 253 RHZ N28°13.63′ W82°09.42′ at fld. NOTAM FILE PIE

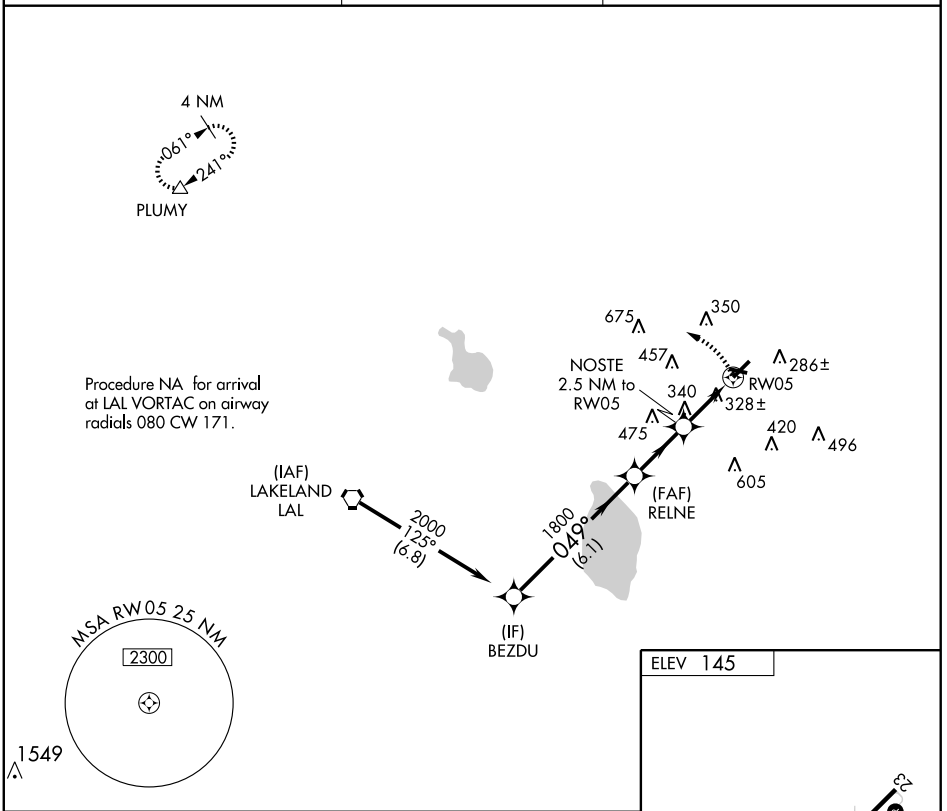
APP CRS	Rwy Idg	5005
049°	TDZE	145
	Apt Elev	145

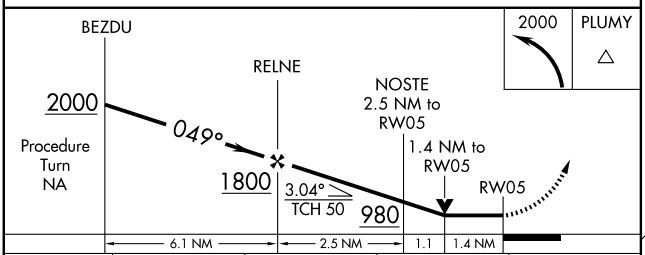
RNAV (GPS) RWY 5
WINTER HAVEN'S GILBERT (GIF)

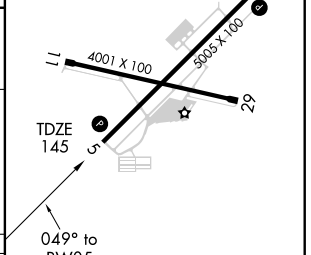
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Bartow altimeter setting and increase all MDA 20 feet. VDP NA with Bartow altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PLUMY and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 455 (500-1)		600-1¼ 455 (500-1¼)	600-1½ 455 (500-1½)
CIRCLING	680-1 535 (600-1)		680-1½ 535 (600-1½)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

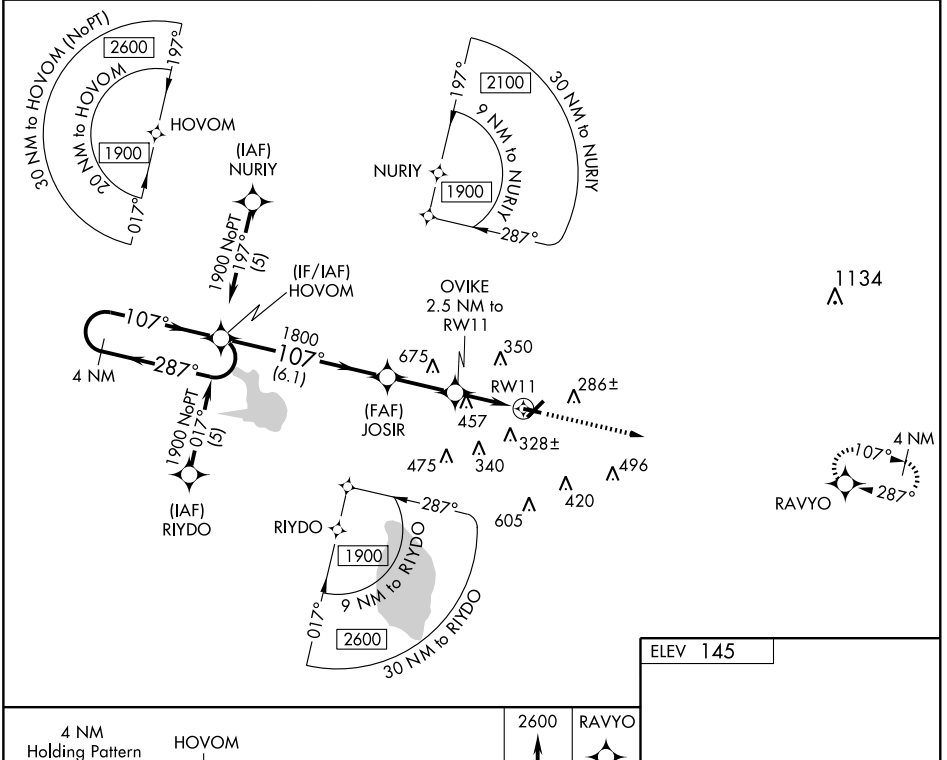
WAAS	APP CRS	Rwy Idg	4001
CH 86502	107°	TDZE	145
W11A		Apt Elev	145

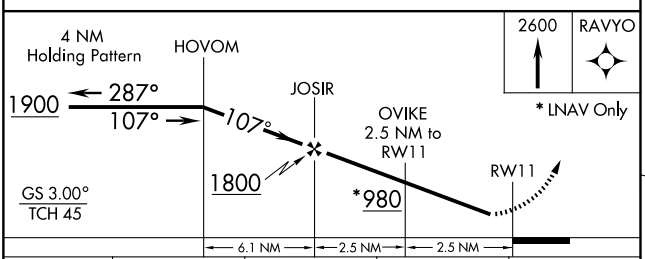
RNAV (GPS) RWY 11
WINTER HAVEN'S GILBERT (GIF)

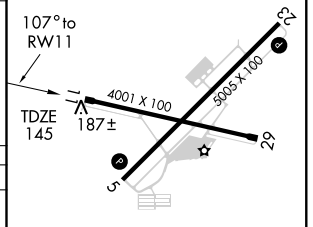
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct RAVYO and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/ VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1¾ 615 (700-1¾)			820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

VORTAC LAL 116.0 Chan 107	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 145

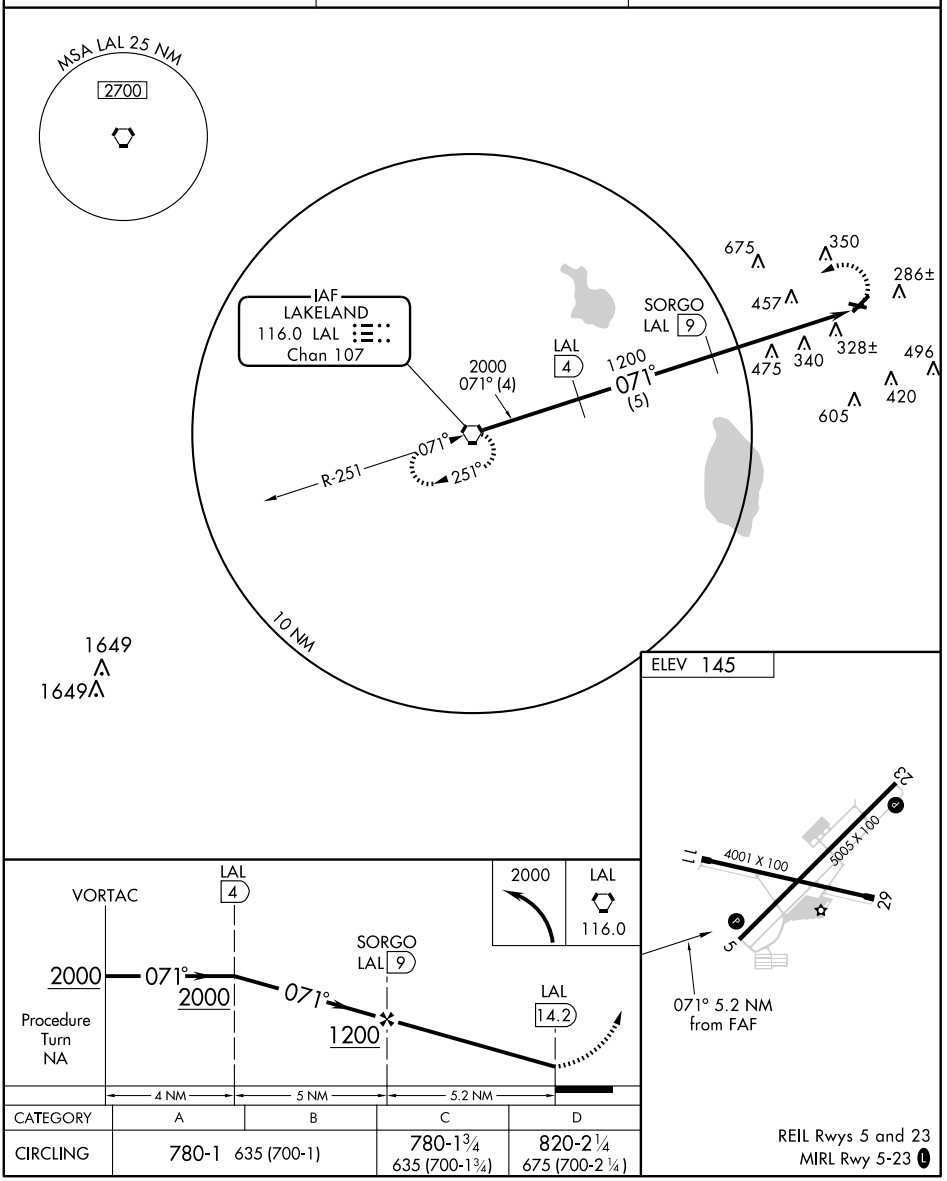
VOR/DME-A

WINTER HAVEN'S GILBERT (GIF)

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF)

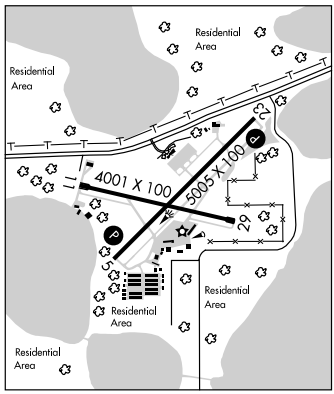
SE-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23

WINTER HAVEN'S GILBERT (GIF) 3 NM UTC−5(−4DT) N28°03.78′ W81°45.20′ **JACKSONVILLE**
145 B S4 **FUEL** 100LL, JET A, MOGAS TPA—1000(855) NOTAM FILE GIF **H–8H, L–21D, 24F**
RWY 05–23: H5005X100 (ASPH) S–30 MIRL **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Trees.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Trees.
RWY 11–29: H4001X100 (ASPH) S–12.5
RWY 11: Trees. **RWY 29:** Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Glider acft opr on and invof arpt. Jack Brown's Seaplane Base located on adjacent lake. Ramp adjacent to south side of new terminal clsd to helicopters. ACTIVATE MIRL Rwy 05–23 and PAPI Rwys 05 and 23—CTAF.
WEATHER DATA SOURCES: ASOS 133.675 (863) 956–2097.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TAMPA APP/DEP CON** 120.65 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 071° 14.6 NM to fld. 135/01E.



WIREY N27°56.12′ W82°04.55′ NOTAM FILE LAL. **MIAMI**
NDB (LOM) 227 LA 048° 4.4 NM to Lakeland Linder Rgnl. **L–24F**

WITHAM FLD (See STUART)

WYNDS N29°40.20′ W82°10.33′ NOTAM FILE GNV. **JACKSONVILLE**
NDB (MHW/LOM) 269 GN 287° 5.3 NM to Gainesville Rgnl. **L–21D, 24G**

ZELLWOOD

BOB WHITE FIELD (X61) 1 W UTC−5(−4DT) N28°44.12′ W81°37.75′ **JACKSONVILLE**
78 S2 NOTAM FILE PIE
RWY 09–27: 3300X150 (TURF)
RWY 09: Thld dsplcd 600′. Brush. **RWY 27:** Thld dsplcd 590′. Brush.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Rwy 09–27 marked with pails. Rwy 09–27 dsplcd thld marked with 3 tires painted white perpendicular to centerline. Twy north side, no backtaxi on rwy. Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 122.8

ZEPHYRHILLS MUNI (ZPH) 1 SE UTC−5(−4DT) N28°13.69′ W82°09.36′ **JACKSONVILLE**
90 B S6 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE PIE **L–21D, 24F**
RWY 04–22: H4999X100 (ASPH) S–30, D–60 MIRL **IAP**
RWY 04: PAPI(P4L)–GA 3.0° TCH 32′. Tree. **RWY 22:** PAPI(P4L)–GA 3.0° TCH 32′. Trees. Rgt tfc.
RWY 18–36: H4954X100 (ASPH) S–29, D–49 HIRL
RWY 18: REIL, PAPI(P4L) Thld dsplcd 260′. Trees. Rgt tfc. **RWY 36:** REIL, PAPI(P4L) Thld dsplcd 307′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. For fuel after hrs call 813–782–7789. 24 hr credit card fuel avbl. Parachute Jumping. Be alert for sky–diving acft descending from 13,500′ and entering opposite tfc pattern for Rwy 18–36 E of arpt. Glider ops SR–SS. Rwy 18–36 limited by arpt manager to maximum gross weight of 24,000 pounds or less. Twy B has many depressions in surface. Rwy 18–36 37.5′ paved shoulders. TPA—1090 (1000) single–engine acft 1590 (1500) multi-engine acft. HIRL Rwy 18–36 and MIRL Rwy 04–22 preset on low ints dusk–0300Z‡; to increase ints and ACTIVATE after 0300Z‡—CTAF. ACTIVATE PAPI Rwys 04, Rwy 22, Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 118.975 (813) 780–0031.
COMMUNICATIONS: CTAF/UNICOM 123.075
TAMPA APP/DEP CON 119.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAL.
LAKELAND (H) VORTAC 116.0 LAL Chan 107 N27°59.17′ W82°00.83′ 332° 16.3 NM to fld. 135/01E.
NDB (MHW) 253 RHZ N28°13.63′ W82°09.42′ at fld. NOTAM FILE PIE

APP CRS	Rwy Idg	4999
046°	TDZE	88
	Apt Elev	90

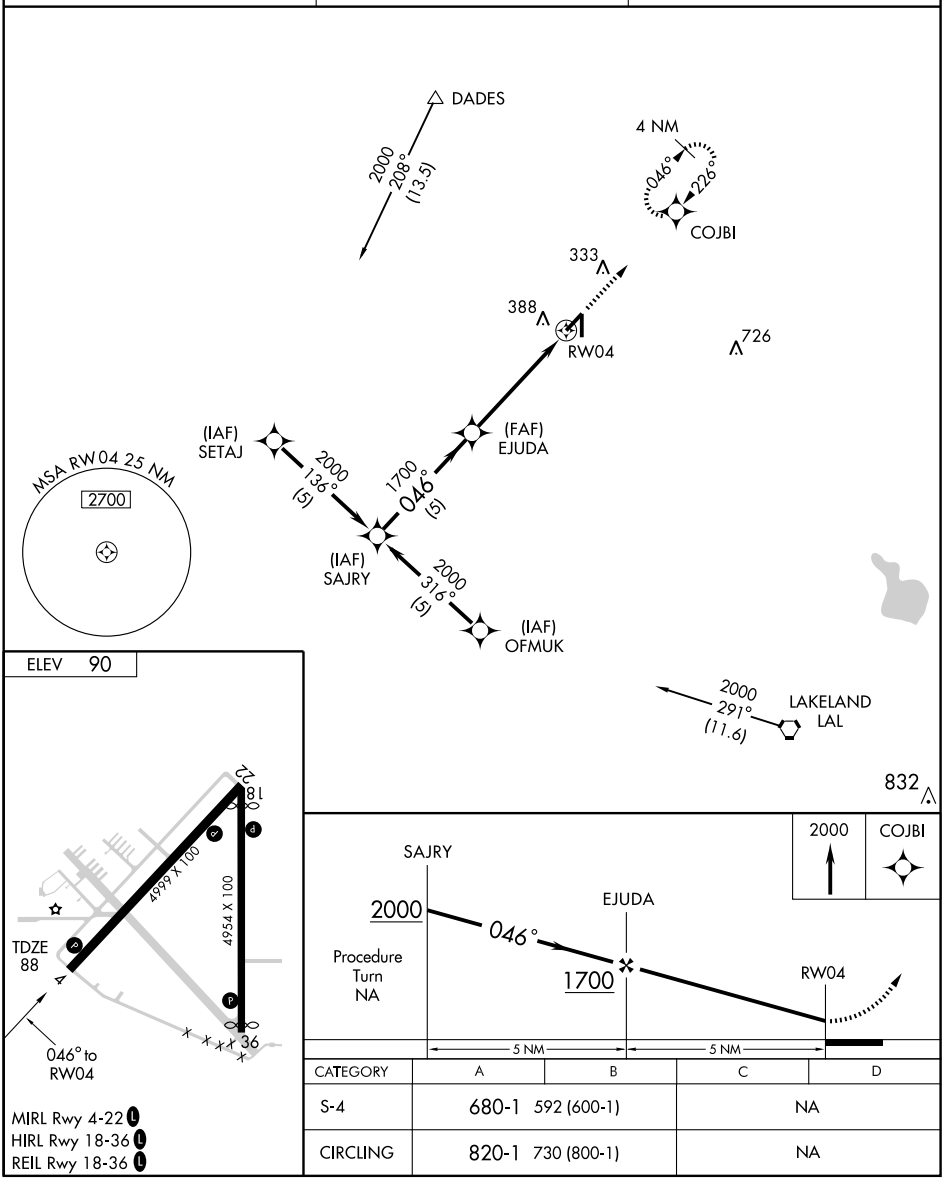
GPS RWY 4
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct COJBI WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-4	680-1 592 (600-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

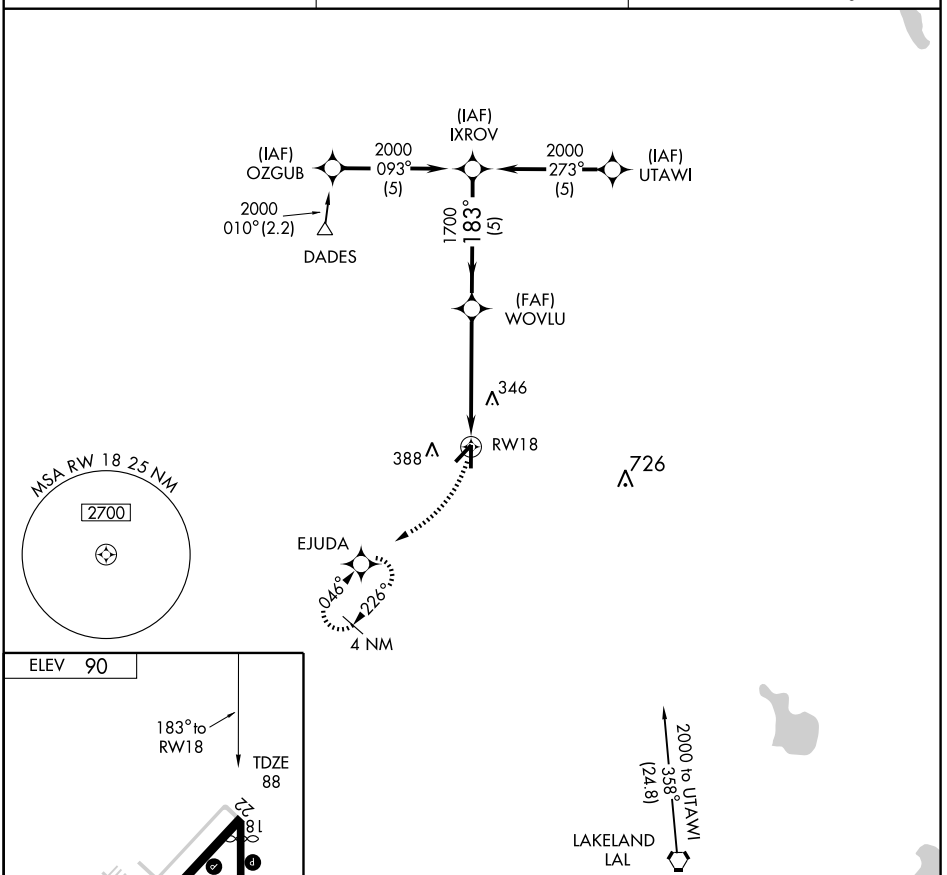
APP CRS	Rwy Idg	4694
183°	TDZE	88
	Apt Elev	90

GPS RWY 18
ZEPHYRHILLS MUNI (ZPH)

NA — Straight-in minimums NA at night. Use Tampa Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	700-1	612 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4999
226°	TDZE	89
	Apt Elev	90

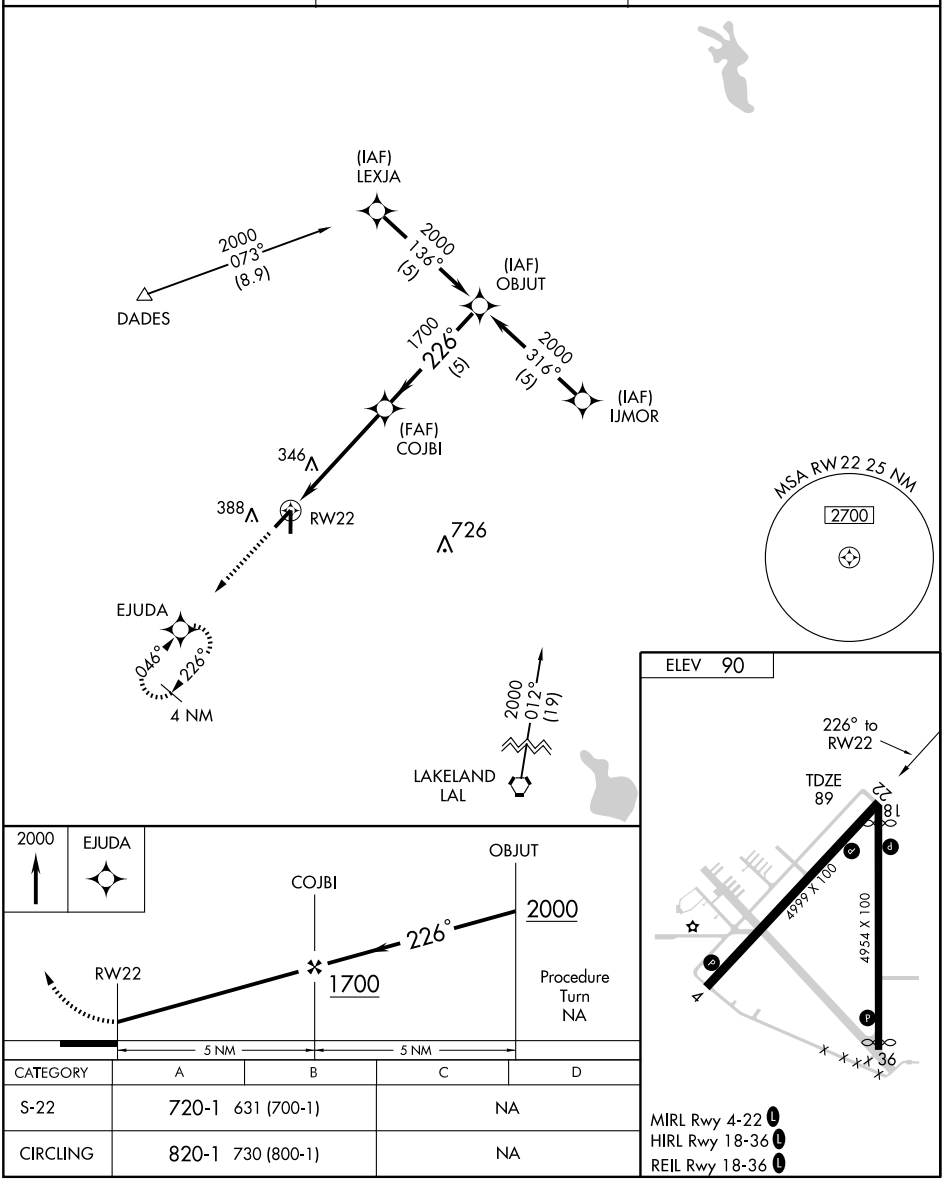
GPS RWY 22
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-22	720-1 631 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4647
003°	TDZE	88
	Apt Elev	90

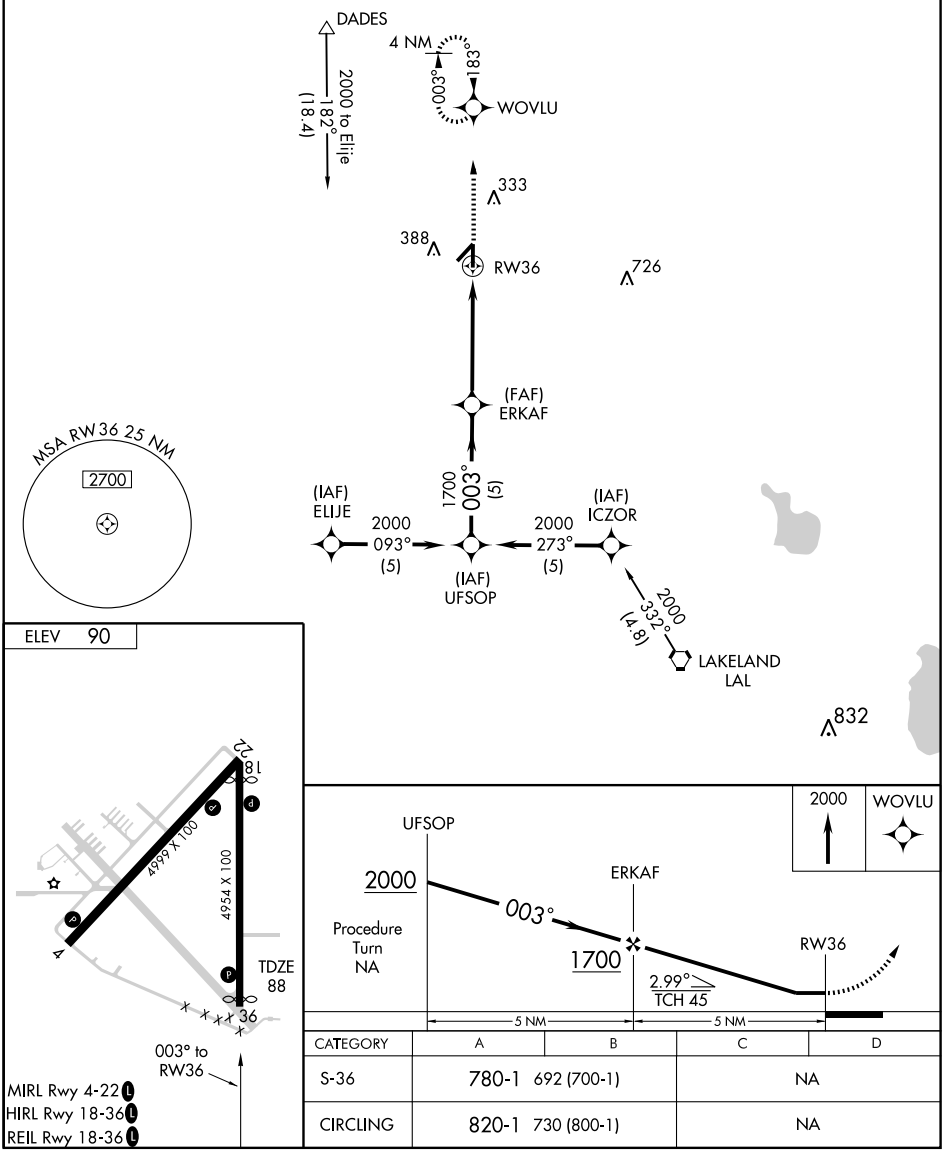
GPS RWY 36
ZEPHYRHILLS MUNI (ZPH)

NA

Straight-in minimums NA at night.
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WOVLU WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-36	780-1 692 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

SE-3, 23 SEP 2010 to 21 OCT 2010

NDB RHZ	APP CRS	Rwy Idg	4999
253	055°	TDZE	88
		Apt Elev	90

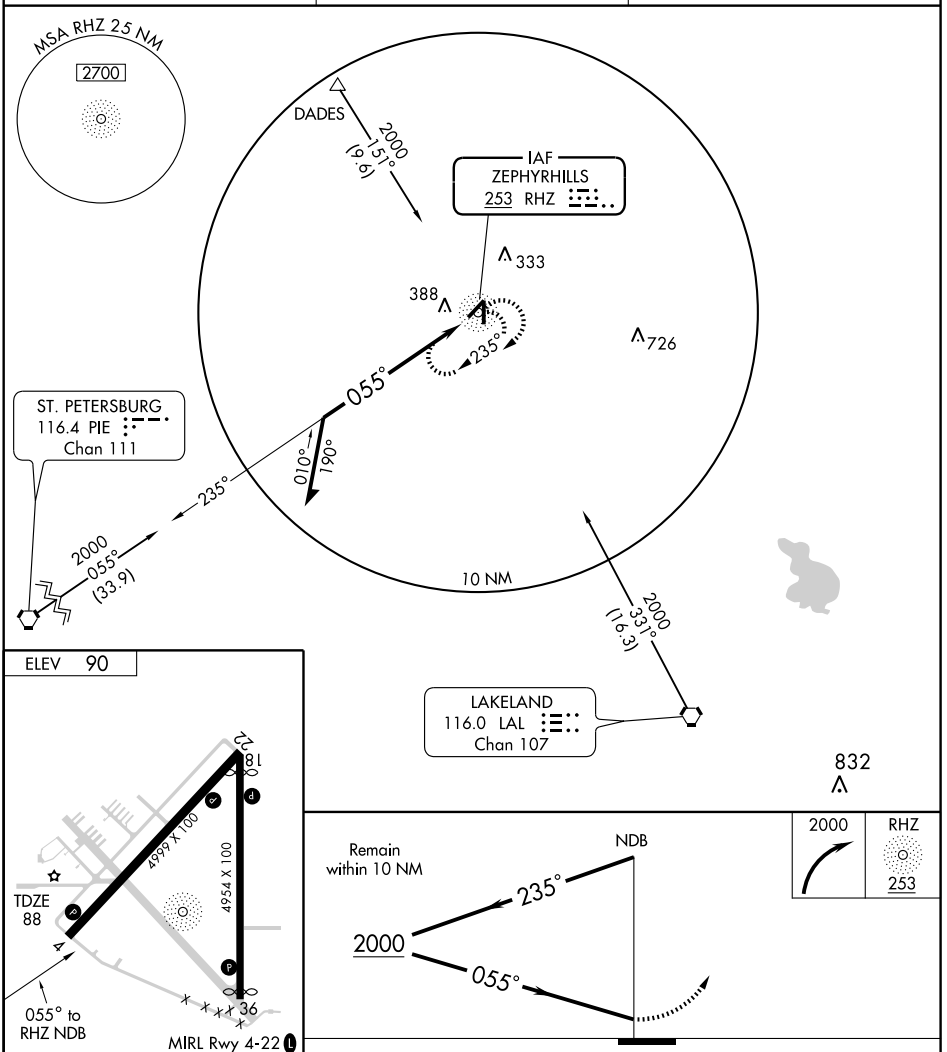
NDB RWY 4
ZEPHYRHILLS MUNI (ZPH)

NA

Use Tampa altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in RHZ NDB holding pattern.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-4	860-1 772 (800-1)	860-1¼ 772 (800-1¼)	860-2¼ 772 (800-2¼)	860-2½ 772 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB RHZ	APP CRS	Rwy Idg	4694
253	196°	TDZE	88
		Apt Elev	90

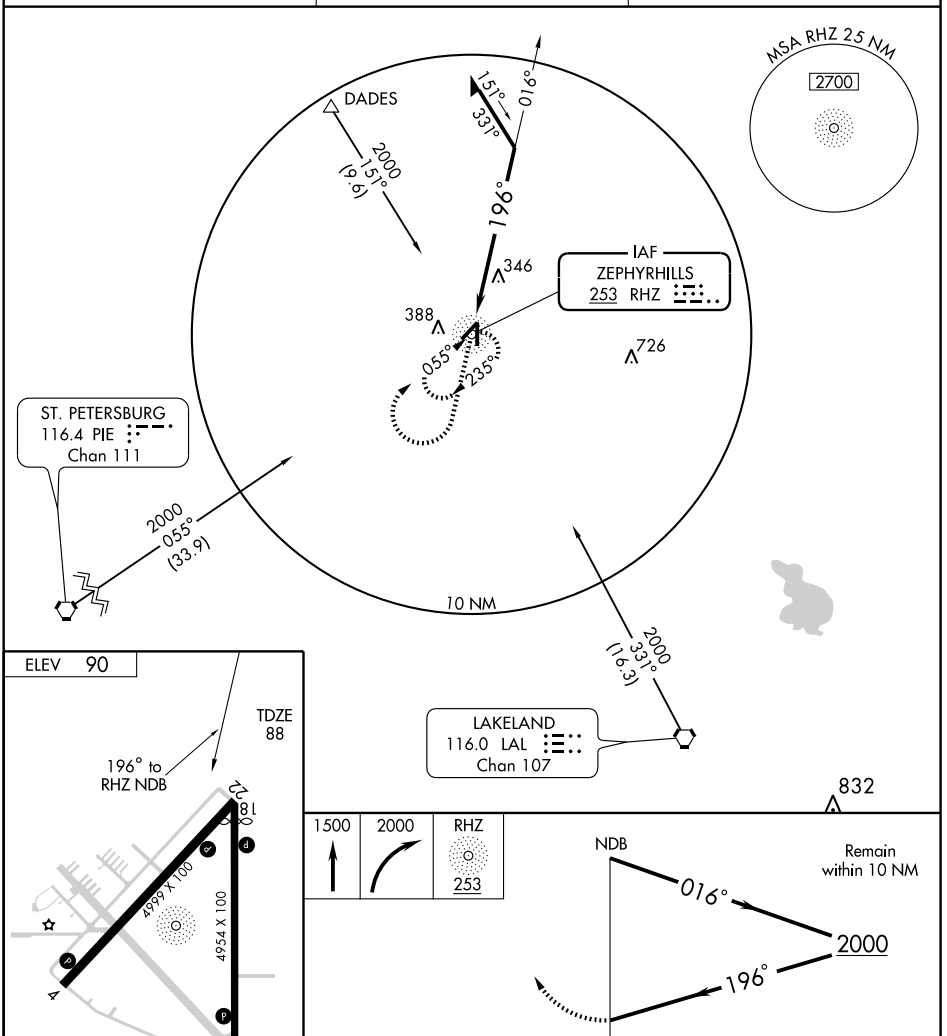
NDB RWY 18
ZEPHYRHILLS MUNI (ZPH)

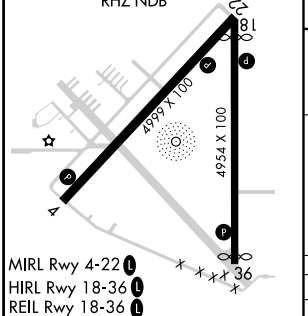
NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	820-1 732 (800-1)		820-2 732 (800-2)	820-2¼ 732 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

NDB RHZ 253	APP CRS 217°	Rwy Idg 4999 TDZE 89 Apt Elev 90

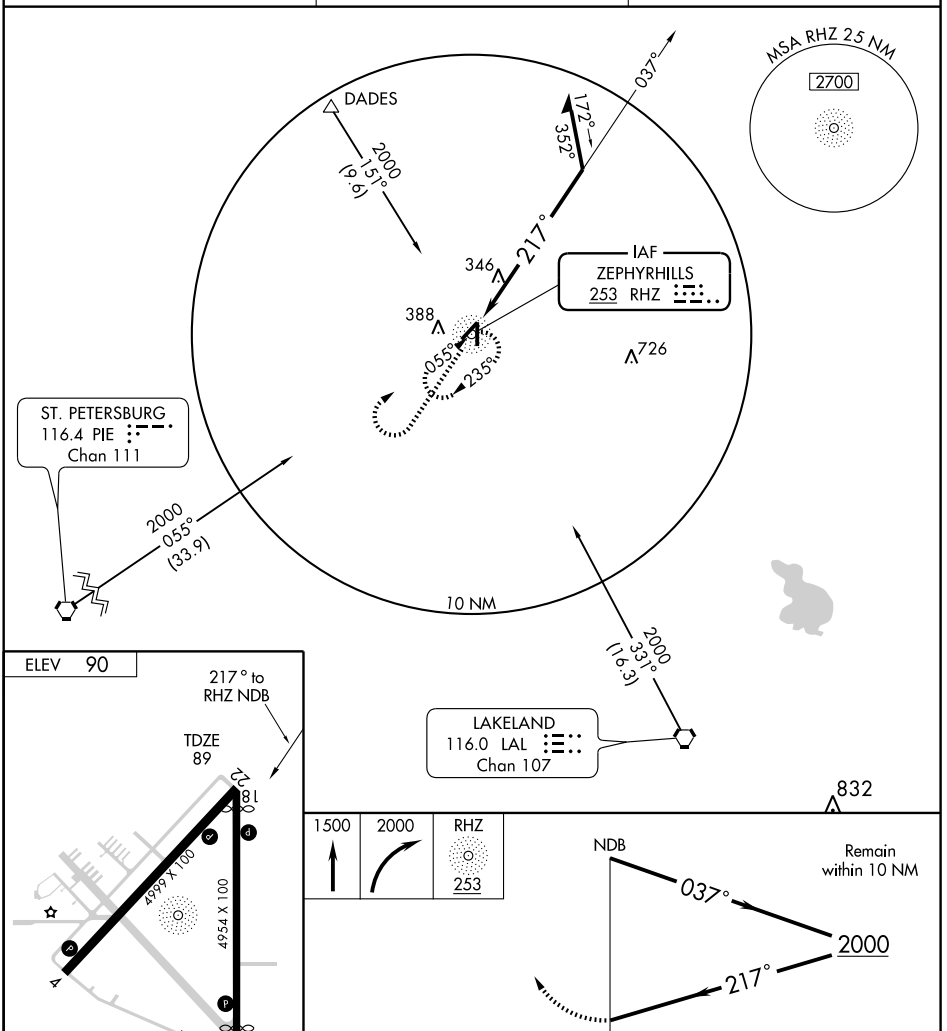
NDB RWY 22
ZEPHYRHILLS MUNI (ZPH)

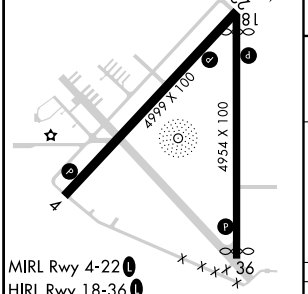
NA

Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

1500	2000	RHZ 253

CATEGORY	A	B	C	D
S-22	820-1	731 (800-1)	820-2 731 (800-2)	820-2¼ 731 (800-2¼)
CIRCLING	820-1	730 (800-1)	820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 23 SEP 2010 to 21 OCT 2010
SE-3, 23 SEP 2010 to 21 OCT 2010

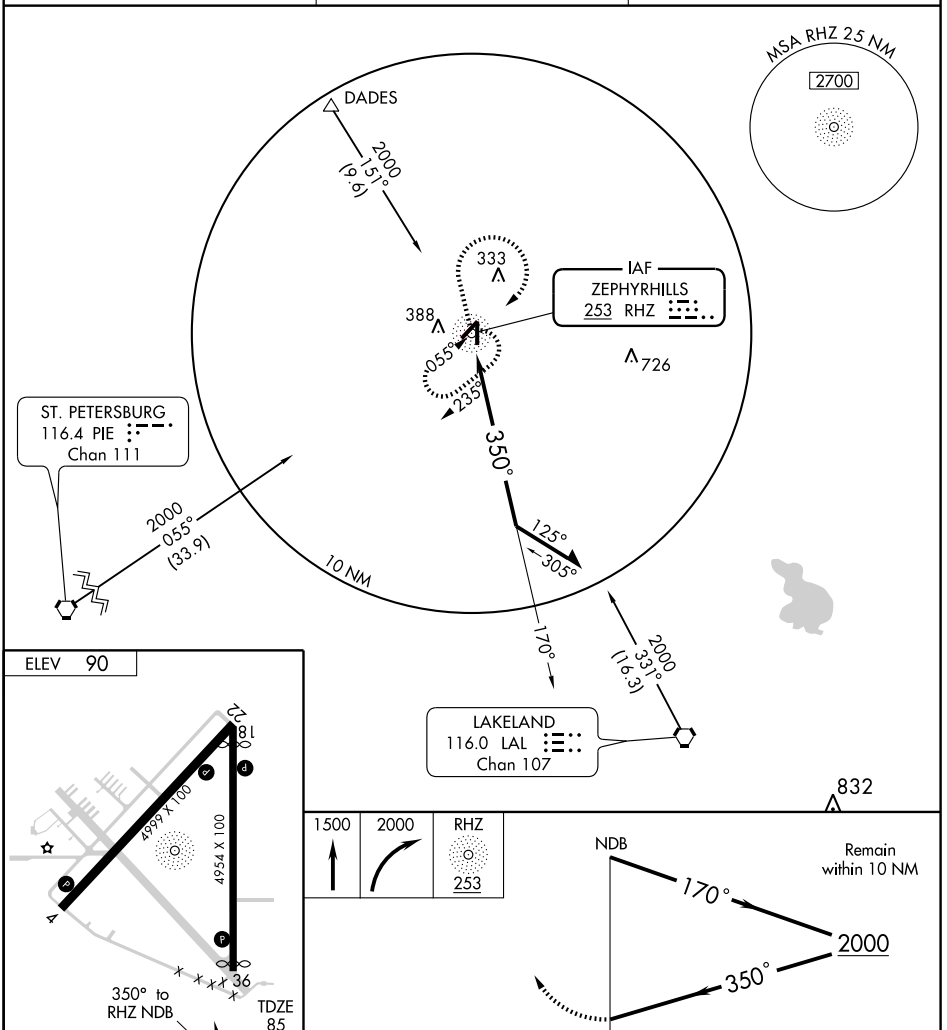
NDB RHZ	APP CRS	Rwy Idg	4647
253	350°	TDZE	85
		Apt Elev	90

NDB RWY 36
ZEPHYRHILLS MUNI (ZPH)

T A NA — Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	860-1 775 (800-1)	860-1¼ 775 (800-1¼)	860-2¼ 775 (800-2¼)	860-2½ 775 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 23 SEP 2010 to 21 OCT 2010

SE-3, 23 SEP 2010 to 21 OCT 2010